# CIRCUIT Excel Racing Association Inc

# Meeting Minutes

8th of March 2024 7:00pm AEST Meeting held via Zoom conference call.

General meeting.

Invitees: John Broadbent (President), Andrew Young (Secretary), Shannon Williams Treasurer, Shane Beikoff (Technical), Ben Davey, Andrew Hobby, Cameron Charnley, Brett Sheriff, Linda Mrnjavac, Dale Carpenter, Brian Sciberras and Rob Holloway.

1. Roll call

Roll call conducted. The following persons were present: John Broadbent (President), Andrew Young (Secretary), Shannon Williams Treasurer, Shane Beikoff (Technical), Andrew Hobby, Cameron Charnley, Brett Sheriff, Linda Mrnjavac, Dale Carpenter, Brian Sciberras and Rob Holloway.

Apologies:

1. **Approval of minutes from last meeting**: Approved by Linda Mrnjavac, Seconded by Shannon Williams.
2. Business arising From Previous Minutes:

President reiterated the importance of clubs looking after their own backyards and not turning to CERA to solve issues.

Out of meeting vote for Two State representatives to attend CERA meetings. The result was 5 states voted Yes to have two State representatives at CERA meetings, this is carried. States to come back at next meeting with second Delegate.

1. President’s Report:

President has been working the Sporting and Technical Regulations that will be used during the CERA Dunlop destiny series. These have now been submitted to motor sport Australia for their approval and any modifications required.

The third event for the Destiny series is still yet to be finalised with several possibilities that could be dropped in to place. One of these being One Raceway of which the President has started the process of making contact via phone calls with the key people.

There has also been a lot of communications with the Event Committee team for the Destiny Series to ensure all areas are being covered.

1. **Secretaries Report:**

Secretary explained the normal process of submitting the CERA financial statement to Victoria Consumer Affairs for 2023 would be a longer process and be put on the back burner until after the Bathurst event. This was due to the CERA turn over in the bank account going over $250,000 for all inwards and outwards transactions and therefore must be verified by an Accountant to attain a financial report.

There had been a lot of emails coming from competitors inquiring about the dry break fuel fittings despite information going out to Secretaries and Delegates. They have been ordered and CERA is awaiting delivery.

The entry list for Bathurst has been submitted to the Secretary of the Event. CERA Secretary has been working with the Secretary of the Event to address a couple of minor issues with licence numbers and those coming off their Ps with their licence.

The system of Supashock purchasing is still working well with issuing of code to competitors once they had contacted State Secretaries. This seemed to be working extremely well and the secretary recognise the work of the State Secretaries in verifying memberships.

There has also been ongoing communications with Racefuels chasing up those that had not set up their account for the Bathurst event.

There has been emails between Timetronics to organise Dorians and to submit the Dorians numbers of those that had nominated them on their entry forms for timing at Bathurst.

1. **Treasurers Report:**

The current balance in the CERA account is $49,090.50. Treasurer explained that most of the major expenses for Bathurst had been taken care of with minor expenses such as the trophies were still yet to come. It was also explained that they will be expenses at Bathurst for the event staff for covering areas such as food and drink and any other purchases that would be required to run the event such as DSA payments.

The President has had conversations with the CEO of Motorsport Australia to see if they could help contribute to the cost of the DSA and they were going to look into this as a possibility.

1. Technical Delegate Report

Technical Delegate informed the group that the dry break fuel fittings were currently out of manufacture and hopefully due in the next following week.

Technical Delegate has been doing a lot of work in the background for the Bathurst event and is looking forward to working with very good team of 6 for the eligibility side of the event. Also has had communications with the Chief Scrutineer of the Bathurst Event for the support categories.

So far there has not been a lot of feedback from the first prototype run of the gearbox components in the fork and the knuckle. CERA still requires feedback from all states in regard to how many of these components would be required so that an initial production run can be scheduled and numbers planned. Discussion also included the difference between the early cast forks and the later cast forks of which the latter being the better fork and less prone to breakage hence why the prototype for was modelled off the later iteration. Technical Delegate reminded the group that the idea behind this is about future proofing the category seeing that these components are no longer available from Hyundai. A suggestion was for the clubs to buy a stock of these components and then they could be on sold as required. It was also emphasised that CERA will pass these on at cost for all competitors and no costs will be added to make money out of them.

Technical delegate also reported that he had been running a fuel brake fitting on his street excel for over six weeks with no leakage detected. There was also feedback to the Technical Delegate that some competitors had changed their fuel system and therefore the dry brake fuel fitting system would not fit. This was under the belief that as per the Regulations filters are free, which in this case is using a non-genuine (after market) OEM replacement, not replacing the entire fuel filter and delivery system. The system is reliant on replacing the top banjo bolt with a new banjo bolt that goes into the OEM style fuel filter.

The President explained the tyres for Destiny Series Events had been documented in the Sporting and Technical regulations. This being that a competitor will only be allowed six tyres that will be marked before the start of the event. If the race is declared to be a wet race by the clerk of the course, 4 unmarked tyres will be allowed to be used.

1. General Business

**CERA Dunlop Destiny Series:** as previously mentioned CERA is still looking for the third event for the Destiny series. There was the possibility of an event in September at Phillip Island but this clashed with the Victorian state series round. CERA had also been offered Island Magic with two grids but this clashed with both the South Australian and Victorian enduros. SA cannot move their enduro due to locked in dates and Victoria was looking at the possibility of moving their enduro to avoid the clash with South Australia. President once again had reached out to the CEO of Motorsport Australia to assist with this process.

Secretary mentioned that they had been continuous information flow now out to competitors as a lot more information was coming in from ARG and the Bathurst Paddock Manager.

Secretary recognised the work the President and the Technical Delegate put into the production of the Sporting and Technical regulations.

The President explained the tyre rule that had been documented in the Sporting and Technical regulations. This being that a competitor will only be allowed six tyres that will be marked before the start of the event. The second part of this rule is that if the race is declared wet by the Clerk of the Course, four additional and unmarked tyres will be allowed. This has been brought in as a safety factor due to some competitors that will buff their tyres to a low level that may just be above what is stated in the regulations.

The camera rule was also mentioned where a competitor cannot remove their SD card from their camera until after 30 minutes of the completion of the race. This will the aid the DSA team in performing their role.

The President also explained the demerit point system had also been implemented into the Sporting and Technical regulations. As previously looked at and discussed there are different points ratings for different offences and competitors must not accrue five points and if they do they will be asked to leave the event. These points will ran over the entire Destiny Series and not reset at every event.

**Dunlop Tyre supply:** There has been a huge demand but the Dunlop control tyre with demand in all states very high. There are currently three containers that are due to land in Adelaide, Melbourne and Sydney with tyres over the next couple of weeks which will alleviate any of the current issues.

Secretary had compiled a list of all financial members that had been passed onto Wildan 13 to ensure that CERA affiliated club members were able to get supply. There was suspicion that those from outside the clubs also had been buying up the tyre at the discounted rate like had happened in the early run of the Supashock control suspension. Sera secretary was just awaiting the list from the WA secretary then this process would be complete.

The meeting was also informed that competitors would have to bring their own supply of Dunlop tyres to the event as they will be no supply of tyres. There may be the possibility to utilise the existing tyre fitting services that are set up for other categories but this would be as a user pays system. It was explained to the group that trackside support was not part of the contract so therefore Dunlop are not under any obligation to bring a fitting truck and a supply of tyres to the event. There might have been some confusion with the Toyota 86 system where at each event each competitor must purchase 6 new tyres. This is not in the Sporting and technical regulations and CERA did not want to put an additional cost onto competitors so as per normal events competitors will bring their own supply of tyres.

It was noted that the issue of tyre supply is similar to the demand for the initial control suspension. That being it appears that many people from outside the category are once again taking advantage of what the States and CERA have set up with the tender and buying a control the product at a discount right. It is suggested that the state distributors are not doing due diligence to ensure that those purchasing the control tyres are from a CERA affiliated state club. It was suggested that we may have to set up a purchasing system similar to what has been implemented with the control suspension with purchased codes. This might take the form of a fillable PDF file that those that want tyres would submit. CERA will need a volunteer to help roll out this system and ensure that those that are affiliated members get tyres, not only that so members cannot over purchase tyres so there is a control in place. Those outside of CERA State clubs can purchase the tyre but it will be at the price of $220.

**Supashock update:** as previously mentioned the purchasing system issuing purchasing codes seems to be working quite well with the cooperation of the State Secretaries. The CERA Secretary estimated that there is approximately 25 sets in stock at this point in time but will put an inquiry email into Supashock to confirm.

**ETA on fuel fittings:** Already had been previously discussed.

**ETA on Dunlop stickers:** There had been some confusion over the distribution of the Dunlop stickers. Wilden 13 had sent stickers out to all state tyre distributors but some of these distributors were not then passing on the stickers to the competitors. All the CERA Delegates details have now been passed onto a Wildan 13 representative and that representative we'll have communications with CERA Delegates to ensure the delivery of the two front Dunlop bumper bar stickers.

Wildan 13 had changed the concept from the initial agreed outcome. The initial outcome is that they would supply the turret / roof banners to all competitors but now these would only be supplied to those competing in the Destiny series. All competitors at state level will be supplied the two rectangular front bumper bar stickers. All competitors at state level race meetings must run these two front rectangular bumper bar stickers.

**Tyre Buffing:** Victoria would like to see tyre buffing being removed due to the cost that it is incurring to the category. The President agreed with this but make the statement “how do we then police this as a rule as CERA had explored this in the past but with no process of being able to address it.” A suggestion to try and control this would be that every competitor would have to purchase 4 new tyres at the event which then incurs a cost back to the competitor. Victoria are looking at the possibility of a system of marking 4 tyres prior to an event and this could be a possibility where buffing could be identified. It was stated the marking of tyres is a very labour intensive process.

**Gearbox Sealing:** Victoria put up a suggestion that they would like their main gearbox builder to be able to seal the gearboxes once they had been assembled. This was in an effort to save the competitors cost of bringing in Engine sealers do the test and then to add the seal. The conversation continued and CERA Technical was happy to explore this as a possibility but with the caveat that the appropriate checks and balances must be done as per the normal process that is done for gearbox sealing by a CERA Sealer. A seal cannot be added just due to the fact that the Gearbox builder believes that the gearbox has been built to a compliance standard, the appropriate checks and balances must still be done on that gearbox after assembly so that a seal can be added as per the normal process.

A question was asked if we go down this path, are we then going to allow engine builders to seal their own engines. It was explained that the gearbox was very different to an engine and that the appropriate checks for differential movement and ratios can be done externally on an assembled gearbox so therefore it is hard to compare the sealing of engines and gearboxes together. The end outcome was for the Delegates to take this back to the States for feedback.

**Tow Strap cut out size:** It was reported that some competitors are cutting a hole in the bumper on the opposite side to the rain light hole to the same dimensions and then putting the tow strap through that hole. It was discussed that the intent of the rule was to only allow I cut out in the bumper the size for the width and height of the cutout of the strap. Competitors that were cutting the bigger hole were also not running the rain light and it was pointed out that the rain light must be retained or if not the area must be covered up for example with a piece of acrylic or polycarbonate. The competitors that were doing this have been informed that they are no longer able to do this and if they do show up to Bathurst with this, they will be reported to the stewards.

**Process to check crank and cam timing:** there was discussion that there was suspicion that people may have been using later cam shafts out of Accent or Getz engines and getting them re ground. CERA Technical explained that cams can be taken out at any time and a seal put around them and sent to him so that a CERA process could be conducted as was done in the past. It was also explained that the Accent cams can be picked up due to difference in the sprocket sizes. CERA Technical also explained that there is a difference with checking the cam for its lobs in comparison to the CAM timing. CAM timing and the checking of it is described in the CERA Technical Guide document to do with the line-up of the keyways and all engine sealers were informed of this with their inductions.

**Around the states:**

**Western Australia:** Nothing to report.

**Northern Territory:** NT delegate asked if the gearboxes are difficult to strip down and reassemble as there was no one in the NT at this point in time that was able to offer that service. CERA Technical explained a few points. It was also pointed out that there is a YouTube video on how to strip down and rebuild a gearbox.

**South Australia**: SA has had their first race meeting under the new South Australian Motor Racing series which is part of the Bend corporation. Event went quite well with 42 cars over 2 grids. A refreshing outcome was that race control was quite happy to work with the CEASA DSA and a good outcome was the fact that penalties were handed out for driving infringements.South Australian Delegate had also been working with Wildan13 to secure tyre supplies for the Northern Territory. The outcome of this is that the NT competitors must become CEASA members to be able to purchase the tyres at the contract price.

**Victoria**: Victoria have had their first race meeting at Phillip Island which was quite successful despite damage to a few cars.

Other points from Victoria were covered in general business.

**Tasmania:** Have had their first race Tasmania event and are gearing up for the 2nd event at Symmons Plains. Tasmania has had assistance from Motorsport Australia with getting Driver Standards Advisors.

**New South Wales:** NSW have already had round one and then after Bathurst will be heading to Winton for round two. NSW have introduced the penalty system that will be implemented by CERA at the Dunlop Destiny rounds. Feedback from NSW was that the system seems to work quite well and it would be suggested that this rolled out in all other states.

**Queensland**: Queensland had their first race meeting coming up on the weekend with 42 competitors of which 14 will be there first time in Excels.

1. Adjournment

John Broadbent adjourned the meeting at 20:33 AEST

Next Meeting 17th of April 2024

Minutes submitted by: Andrew Young