

CIRCUIT Excel Racing Association Inc

Meeting Minutes

25/05/2022 20:02 AEST Meeting held via Zoom conference call

I 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

II Roll call

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

Apologies: Craig Twining

III Approval of minutes from last meeting.. Approved Shannon Williams, Second Tim Rowse

IV Business arising From Previous Minutes:

Sway Bars. No further information on Sway bars at that point in time.

Gearbox Forks CAD Model. Andrew Young will look at getting CAD model produced he has finally located a good sample of a Fork. Will get costing for CAD model and the model once produced will be property of CERA.

Seals – Almost out of stock. CERA Technical has ordered more seals and the Treasurer has made payment so these are now being distributed to the states as required.

Production of No-Go Gauges. Victorian Delegate will look at option of using Valves, Cheaper outcome with a nominal cost of around \$7 per valve / gauge. Other alternative would be to 3D print and machine gauges to suit.

V President's Report:

Nothing to report at that point in time.

VI Secretaries Report:

Secretary submitted CERA 2021 financial information and statements to Consumer Affairs Victoria. All details submitted to Consumer Affairs Victoria have passed onto all delegates.

Supashock update with supply set to resume as stated at the end of June.

Email received from Western Australia and distributed to all Delegates. Cover this in General Business

VII Treasurers Report:

Treasurer as mentioned in the Secretary's report there was the cost for the submission of the statements to Consumer Affairs Victoria and the purchase of new seals. With these costs treasurer asked for approval to invoice all the states for another \$500. Treasurer explained over the two years of CERA existence that we had only asked for \$1000 from each contributing club. Agreement in the end was before an invoice is sent out the CERA secretary will send an email out to all clubs along with the CERA balance sheet to clubs notice that they would receive an invoice for \$500 from the CERA Treasurer.

VIII Technical Delegate Report

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

IX General Business

Inclusion of Tasmania into CERA. Feedback about the process from Consumer Affairs Victoria was explained that there would be no need to change the constitution, it is the process of adding a new member. What needs to be done is to have the vote and details documented in the minutes and the one update page in the constitution that would include Tasmania as a member be sent to Consumer Affairs Victoria. A vote was taken with all States agreeing that Tasmania can become a full member of CERA.

WA delegate asked is there a levy paid by members for CERA. There was discussion that initially there was a concept of having a membership levy at State level, but this had never been used. Instead CERA invoices the states as it required funds at the same rate per State. WA also asked about an entry for Tasmania, it was explained that none of the other States were ever charged an entry fee to CERA. All State have only ever received

two invoices for \$500 each over two years. It was agreed by all States that the Treasurer will send out invoices and that Tasmania would also send an invoice for \$500. Secretary will send out an email to all club Delegates, Treasurers and Secretaries pre-warning of an invoice being sent from the CERA Treasurer.

Engine Balancing: Feedback from NSW there is no need to change the existing wording within the in the regulations. Victoria: still working on connecting rod information. WA: should be line with standards set for good engine building practice. The discussion then moved into engine balancing and how it is worded in other regulations such as production cars. Discussion continued over engine balancing procedures. QLD was then asked for their feedback which was to keep current regulations as they are. South Australia was the same to keep regulations as is, their concerns where if regulations changed it would incur costs to members. Long conversations continued over what the wording should be or change to and what are valid engine balancing practices.

During the discussion on engine balancing WA and Victoria asked about the past technical group that was appointed by CERA. It was explained that the technical committee was asked to do several tasks several times but none of these were completed. The decision at the time was to carry on without assistance from the technical group seeing that they had not done what was requested. WA and Victoria both pointed out that this was not recorded in minutes of the time.

Ballast and its location: Discussion was around can it be moved from the current location in the passenger footwell of the car two anywhere within the cockpit as long as it is secured as per Motorsport Australia regulations. SA response, yes - to placed in the cockpit in visible location. Victoria stated yes, NSW – did not want to make a change, leave rule as is. WA and Qld were also yes. Outcome being an amendment to that rule.

Overall track with the guard width: It was decided more work and measurements would need be to taken. This would be at race meetings if possible. Victorian Delegate had produced a document with measurements from several cars. Outcome to gather all this information for a discussion at next meeting.

Camber Stops: The T slot style space as per information sent from the manufacturer / designer. SA and Qld yes but at the he risk of the end user as if damage is caused to the shock body it would void warranty. Vic : Yes. WA suggested Supashock should develop a solution for camber stops. It was stated that Supashock have already developed a camber lock system that is similar to others that are already on the market. Vic Delegate suggested a further solution that was on VT/ VE commodore with a bolt stop, this could be looked at in the future. Outcome in the end was to allow the T Style camber stops and wording to be added to regulations.

Replacement of Headlight / indicators – All in agreeance to the concept and allow for further development samples. Samples of the prototype products will be sent around the different States along with further information,

Sway Bars: SA go with the intent of the rule of having an off the shelf product and have wording “non-adjustable” included. Vic: Links are free and has to mount on the original hole of the sway bar, bar can only have one hole- no adjustability. NSW: no adjustability and suggested the use of standard bar or the Whiteline. QLD: nonadjustable in the original shape and form being either the Whiteline or Superpro bar with links being free, must be a commercially available sway bar. It was suggested that the idea to go for a standard sway bar may be an issue as quite often with most builds these are the first things to be recycled. WA: Retain maximum size as control measure, be commercially available and the technical guide would need to be updated to cover the bars size and shape. Outcome: The standard sway bar along with the commercially available Whiteline or Superpro bar non-adjustable sway bars can be used. Add wording to the regulations.

Supashock Update: Secretary informed the group Supashock are on track to hit the end of June deadline for resumption of supply. Supashock had forwarded a waiting list to the Secretary that had names, but no payments have taken place. Secretary had conversations with Supashock that until there was stock on the shelf all product being sent out must only go to Motorsport Australia Excel affiliated club members. President asked the Secretary to pass the waiting list out to the Delegates so that they can identify their club members so that a like priority list can be created. Secretary was talking to Supashock about setting up an ordering system that people would need to submit a state excel club membership number. WA asked about the consignment set with the answer being not until there is sufficient stock on the shelf. It was also explained that consignment set is an eligibility set and not there to act as spare if a competitor’s dampers are damaged.

Nationals: 47 expressions of interest so far, 6 from Vic, 3 from NSW, 2 from SA and 1 from Tasmania, rest from Qld. President will send an email out with further information to club Secretaries and Delegates to pass on to members. Long weekend in October to be ran with the IPRA Nationals at Morgan Park. Approximate entry fee of around \$750, will include Friday practise and a garage. If not wanting a garage this would be \$100 less and the same if not wanting to do Friday practise removing another \$100 approximately. President is waiting to have a meeting with the promoter then all the details can be finalised. IPRA will have 95 cars there and another category will be the Porsche car club. Format will be a sprint races broken up into heats / group. Groups are formed after qualifying. Groups racing against each other with points being awarded. Points will determine the grid for the finals which is likely to be a 25 lap race. There will be a repechage final with the top five places going in to the final. There is a Facebook page for the event.

General Business around the States:

SA suggested that into the future the Nationals Facebook site should be handed over from one state to another and rebadged. Reason being is the Facebook site will already have a large group of followers making it easier to get information out, in hindsight SA should have handed over the 2019 National Facebook site to QLD.

NSW picked up at their last race meeting that a Getz get gearbox was found. Question was, is the easy way to identify this? The President responded to look at the top of the gearbox as there are an extra two mounting holes and NSW Technical Delegates added there is a bolt under the selector. CERA Technical also advised the group that the checks in the Technical Guide would also highlight the differences in the gear count due to the difference in final drive and ratios and this could be easily identified when doing a sealing inspection.

Victoria: Spoke about a possible issue of piggybacking of ECUs and manipulating of the original loom. Victorian Delegate ran some tests on a chassis and engine dyno with different configurations and picked up that when the original ECU is disconnected that the check engine light will come on. Vic Delegate indicated more research will be done in this area with possible production of dyno graphs to show possible gains. Also mentioned of the possibility of people hiding ECU's in heater boxes. Victorian delegate also mentioned but there was talk of people using tapered inlet manifold gaskets so be mindful of this.

WA: Brought up that a competitor was having a problem with Supashock the spherical bearing with the top hat of the dampers. Competitor believed that this was also leading to lock nut coming undone. After an initial hold up, Supashock have replied with engineering information to help clarify the situation, CERA Secretary also included into the emails from Supashock.

Feedback for five-year plan to be discussed at next meeting. A quick conversation was had over the possibility of what would be the next budget racing car. Information from Hyundai indicated that after the Excels with quantity of numbers there is no clear model in massive numbers with the other issue is the lack of manual cars currently being sold.

Next Meeting the 6th of July.

X Adjournment

John Broadbent adjourned the meeting at 21:45 AEST

Minutes submitted by: Andrew Young