



QUARTERLY PROGRESS REPORT ISSUE #1



March 2026

- **Review of 2025 Competition**
- **Introduction of new management**
- **Goals for the new year**
- **Records in recruitment**
- **Manufacture & Design Updates**



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2025

Competition Overview



Static Events

Arriving in Melbourne less than a week before competition, the Static Events team put in a brilliant effort to prepare and finalise all material and presentations. Their efforts paid off, achieving a 4th and 5th in Business Presentation and Design Event respectively, as well as an incredible perfect score in the Cost Scenario!

CMT achieved a total score in business of 244.4, out of 325 available points.



Presenters for Design Event with their Posters

Scrutineering and Dynamic Events

CMT25 passed Mechanical Inspection on the first day of scrutineering and EV Static on day two. However, issues with the accumulator caused EV Functional to be delayed. After multiple attempts, EV Inspection was passed, and both the tilt and rain tests were subsequently completed.

However, by this time, the designated times for 3 of the 4 dynamic events had already been completed.

Unfortunately, reoccurring issues with the accumulator resulted in the team being unable to pass the brake test before the end of the final event, resulting in an overall Did Not Qualify (DNQ) for the Dynamic Events in 2025.

Lessons To Shape Our Future

Slow and Steady Gets to Race!

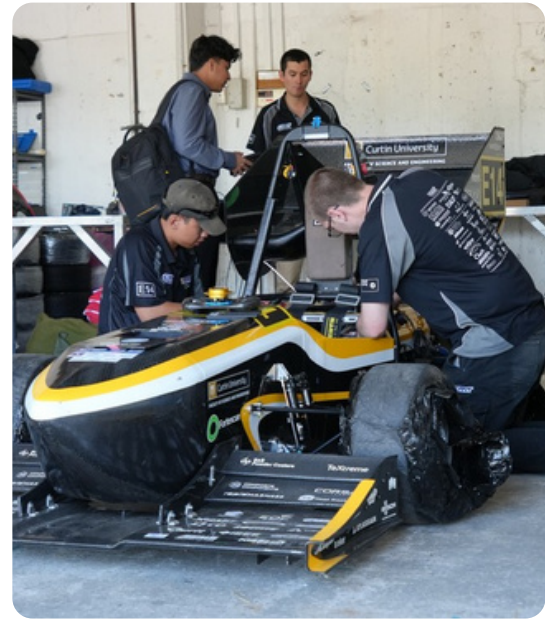
After a strong performance in 2024, the team's scope and technical goals were expanded across multiple areas. The new accumulator, alongside significant changes in all technical areas, added complexity that impacted team timelines. Despite significant progress, the limited testing time proved to be a challenge.

In the future, the focus will be on reliability and the team's long-term plan, with new changes to be carefully considered. Slower developments allow for more time to optimise and improve, so the team can build a driveable and reliable vehicle.

Collaboration Drives Success

Although many areas of the team made strong progress on their own, challenges arose during the integration phase. This highlighted a key lesson: strong individual subsystems are not sufficient if they do not work together.

This year, the team will put a larger emphasis on coordination and communication between different areas. This will involve an earlier push for integration testing, as well as shared development milestones.



Resilience Defines Progress

Being a member of the team comes with many sacrifices from our members, who dedicate a large amount of time to their projects each year. The challenges faced at competition last year were only made more disheartening by the hard work put in by everyone throughout the year.

Despite this, the team persevered, continuing to attempt new fixes until competing was no longer be feasible. They remained motivated through the many challenges faced and difficult scrutineering processes.

Coming into the new year, the team has demonstrated their resilience already, jumping straight into the design phase with a renewed determination.

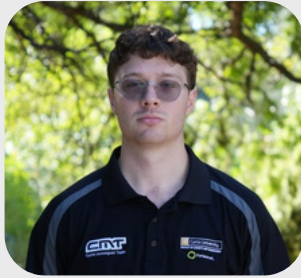
2026

Management Team

Upper Management



Technical Director
Jack Searle



Technical Director
Saxon Lennane-Dowling



Business Director
Declan Kartadinata

Technical Management



Aerodynamics
John Talenta



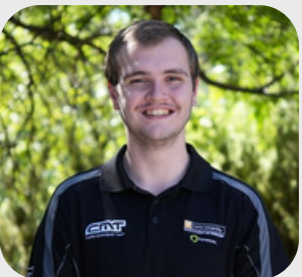
Autonomous
Istvan Savanyo



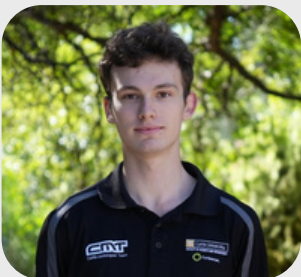
Chassis & Driver Interface
Xavier Haddon



Electronics
Carlo Giorgi



Tractive Systems
Danny Helfrich



Vehicle Dynamics
Tristan Plint

Business Management



Finance & Fundraising
Waiking Hong



Marketing
Colin Vo



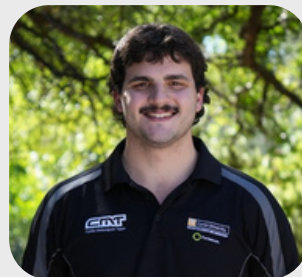
Recruitment
Kaitlyn Cheng



Sponsorship
Roquaya Al-Absawi



Team Development
Ned Crozier



Workshop & IT
Brodie Parsons

Business Goals

As the team prepared for the new year, a significant focus point was to have a smooth transition into the new office space. We are excited to have now transformed our old office into a 'clean room', which will prioritise composite manufacture and electronics. This increased capacity will benefit those in Phase 2 of recruitment by opening up further opportunities for them to collaborate with team members.

As per our mission statement, "providing its members with the best opportunity to advance and apply their engineering knowledge, experience and professionalism, along with management, leadership and communication skills", a focus for Team Development this year is to ensure that each team member is upskilled in at least two new skills.



Sponsorship

Partnership with University STEM Programs

Completion of All Sponsor Posts for 2026 in 2026

Recruitment

Inclusion of Autonomous Systems

Cultivate Positive Recruitment Environment

Marketing

Wider Public Engagement through Media Presence

Implementation of Team Updates on Website

Team Development

Team Technical Upskilling

Establish Greater Connection with Alumni

Workshop & IT

Smooth Transition into New Office Space

Ensure Recruits are Safely Inducted

Finance & Fundraising

6x Fundraising Events

Early Internal Deadline for Cost Report

Breaking Records in Recruitment

This year, the 2026 Recruitment Team achieved the highest number of EOIs in CMT History!

To advertise CMT, the team attended multiple University Orientation events, including O-Day (pictured below), gave presentations in class lectures, and made placed many new posters around the university!

Phase 1 began on the 10th of March, with our first lecture on Business Fundamentals. These lectures are running weekly, along with 7 SolidWorks workshops and 1 software session. Phase 1 is 6 weeks, and once these sessions are completed, recruits will receive instructions for their assessment pieces which will be used to decide successful applicants into Phase 2!



A team member in the race suit at O-Day



Team Members at the CMT Stall for Curtin University's O-Day Event

	2025	2026
→ Expressions of Interest	427	488
→ Phase 1 Registrations	174	200

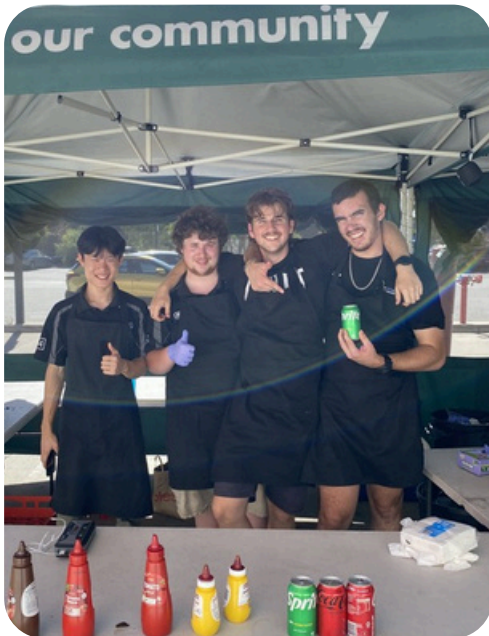
To learn more about our recruitment program, visit our [website](#)!

Community Engagement

Over the past few months, the team has been actively involved in a range of events that supported both fundraising and community engagement. In February, members volunteered at the Cannington Bunnings Sausage Sizzle, helping raise funds while engaging with the local community.

In March, the team participated in the Curtin Career Expo, where we connected with students interested in engineering and motorsport, and took part in the Grill'd Carousel Local Matters Jar initiative as part of our fundraising efforts. In collaboration with Women in Engineering Curtin Division (WiECD), the team hosted an International Women's Day Picnic, celebrating and supporting women in STEM. We also participated in and delivered STEM Outreach activities to inspire younger students to pursue engineering.

Looking ahead, several exciting events are planned, including Phase 1 of the Grill'd Fundraiser in early April, and the Curtin Open Day, where the team will showcase the project and engage with prospective students and supporters.



CMT at the Cannington Bunnings Sausage Sizzle.



CMT at STEM Outreach.

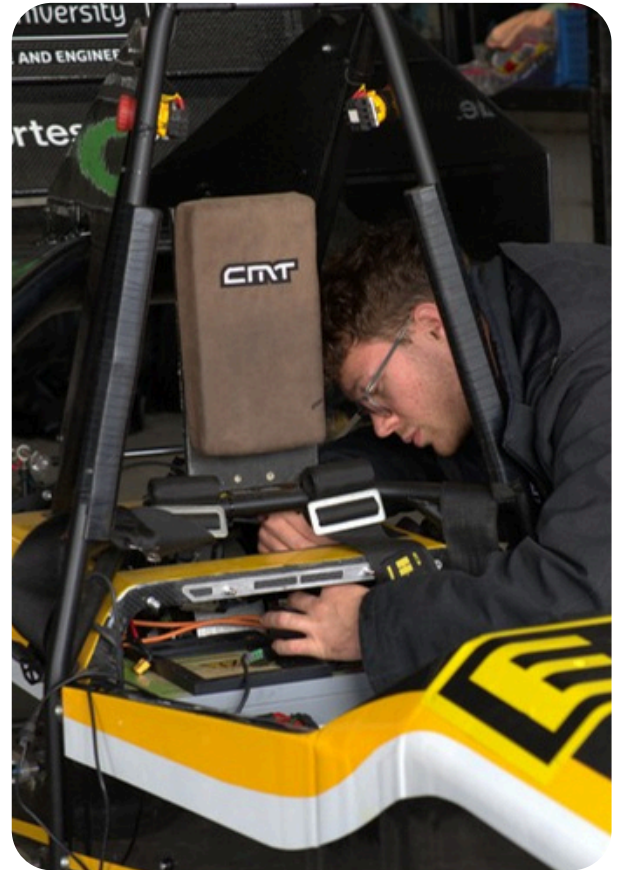
For more updates on events and fundraisers the team holds or attends, subscribe to our [blogs!](#)

Technical Goals

The team's goal for 2026 is to achieve a top 5 placing in this year's competition. From this, a series of performance requirements have been determined to ensure success in achieving this goal.

These goals include a final time of 5.15s in the skidpad event, 4.1s in the acceleration event, and a time of 96s in the autocross event. Additionally, the car should pass the endurance event with a time of 1900s and have an efficiency factor of at least 0.337 for the efficiency event.

In addition to goals for the 2026 competition, the team endeavours to integrate rear hub motors for this year's car. This will require significant changes to the car's design and will set the team up for 4-wheel-drive hub motors in upcoming years.



Technical Deadlines

Deadline	Date Due
First Integrations	16 August
Mechanically Complete	30 August
Wheelspin	13 September
First Drive	26 September
Mock Inspections	18 October

Performance Goals

Skidpad

5.15s

Acceleration

4.1s

Autocross

96s

Endurance

1900s

Efficiency Factor

0.337

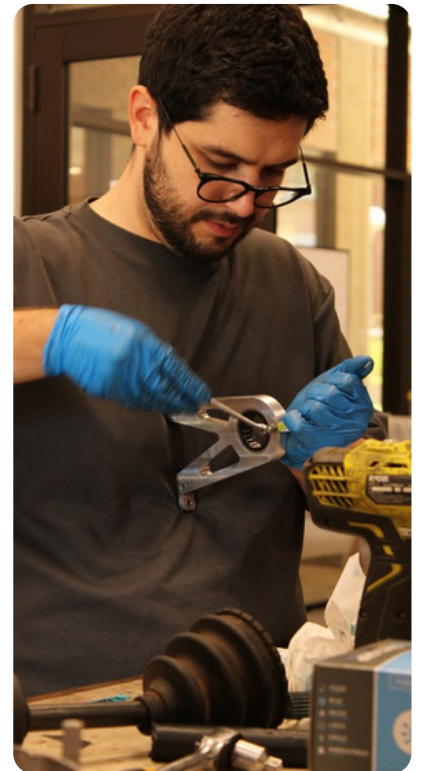
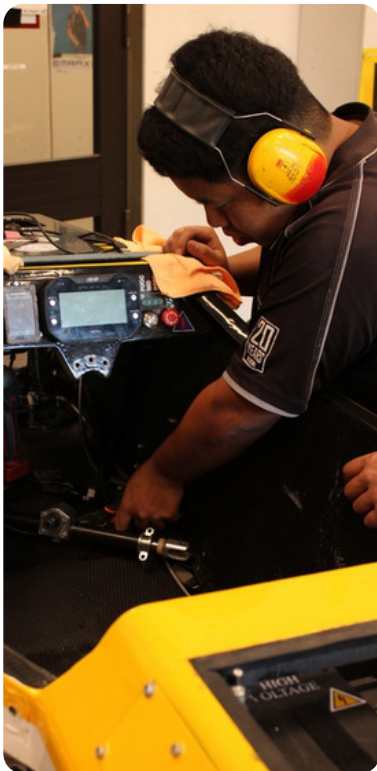
Design & Manufacture Updates

CMT25 Strip & Rebuild

CMT has completed the annual strip and rebuild of the the previous year's car. The team has been undertaking this task each year, since our first electric vehicle in 2022.

By stripping the previous car, and rebuilding it, it allows the team to gain insight into any problems that occurred with this previous vehicle, and ways to improve the design in the future. It serves as an excellent opportunity for the project students to familiarise themselves with their new projects each year.

With the rebuild done, the team looks forward to using CMT25 for testing at future track days!



Design & Manufacture Updates

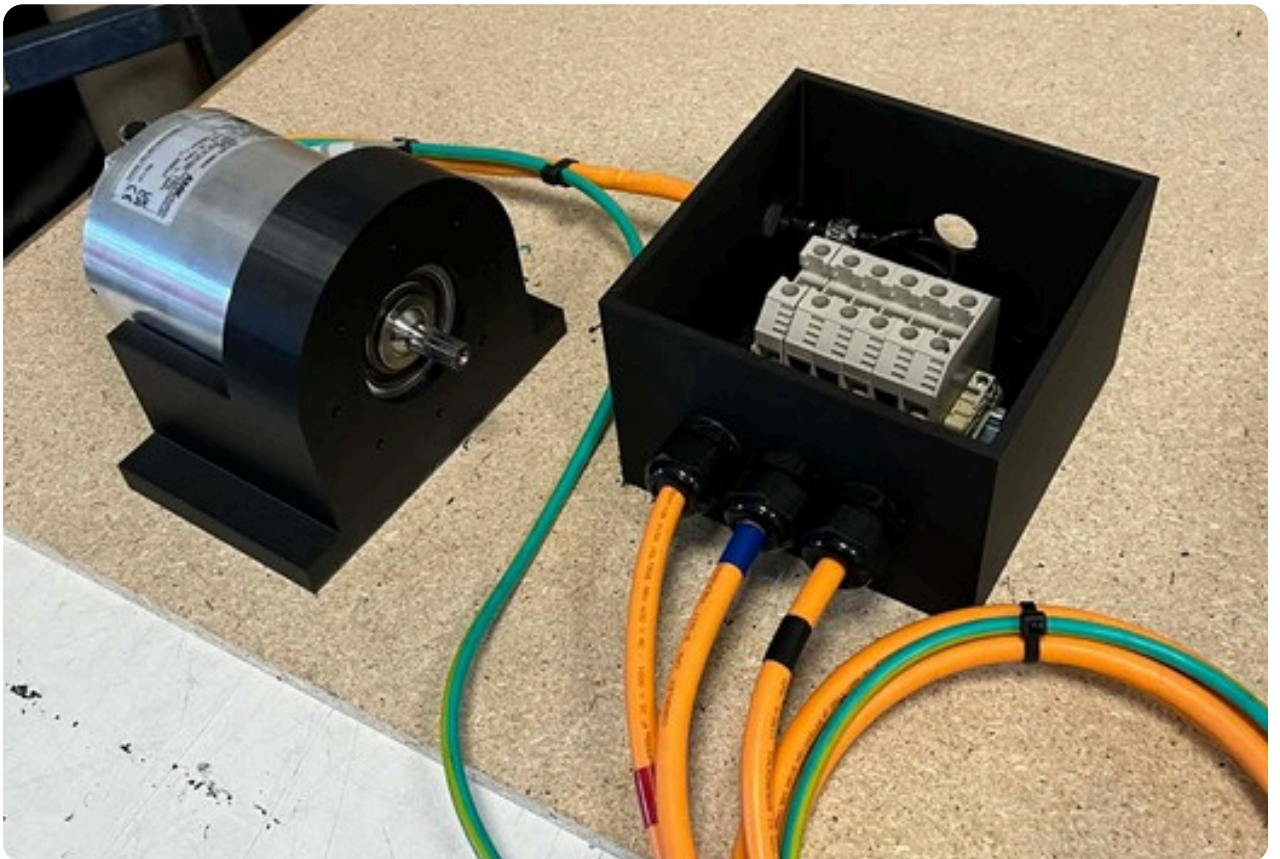
Hub Motors Successfully Bench Tested!

This year marks the start of the team's transition to using hub motors!

Hub Motors refer to motors that are placed in the hub of each wheel, offering each wheel it's own source of power and torque, rather than distributing it from a single motor. This comes with many advantages, with the ability to include torque vectoring being the team's major focus. This would allow the team to decrease wheel slip with direct control over the torque provided to each wheel, improving acceleration and cornering. The hub motors also give the car a lower centre of gravity, creating even more benefits.

The team's plan to incorporate hub motors starts this year with CMT26 planned to feature rear wheel hub motors. This should allow the team to become comfortable working with the hub motors, before introducing 4-wheel-drive hub motors and torque vectoring over the next couple of years.

With the hub motors successfully bench tested, the team can move into design and integration processes for the CMT-26!



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Curtin Motorsport Team