# CIRCUIT Excel Racing Association Inc

# Meeting Minutes

18th of January 2023 19:25 AEST Meeting held via Zoom conference call

Invitees: John Broadbent (President), Andrew Young (Treasurer / Secretary), Shannon Williams, Tim Rowse, Les Sharpe, Craig Twining, Neville Blight; Nick Scaife and Shane Beikoff.

1. Roll call

Roll call conducted. The following persons were present: John Broadbent (President), Andrew Young (Treasurer / Secretary), Shannon Williams, Tim Rowse, Craig Twining Neville Blight; and Ruano Stumpf (Proxy for Les Sharpe WA).

Apologies Les Sharpe,

1. **Approval of minutes from last meeting.** There was a slight error in the minutes from the 26th of October 2022 general meeting, so it was decided to rectify this and approve these minutes at the next general meeting.
2. Business arising From Previous Minutes:

The topic of feedback on common branding, not all states had feedback on common branding so this would be transferred for discussion at the next general meeting.

1. President’s Report:

President spoke about that all the Presidents will be there at Bathurst along with other CERA delegates so it would be an opportune time to have a get together and a face to face meeting, WA likely to be the only one not being able to have a representative at Bathurst.

President spoke about events that we have been able to secure under the Motorsport Australia banner with Bathurst being one of those and opportunities in NSW and QLD to be part of the Shannons Super Series events. President explained to the group that in the future if we were looking at a three round National series that this could be accommodated by the Shannons Super Series events.

QLD has been offered by Shannons Super Series events the following. Likely event cost $700 with 4 practice sessions on Friday, 20 minute qualifying on Saturday and 3 off 40 minute races. NSW are being offered as part of the Shannons Super Series; Likely event cost $800 with 120 minutes on the track, along with the potential of being on stand and the Nine network.

President stated that this is the outcome for working with Motorsport Australia with their intention to look after us and include it as part of the events that they are involved with.

1. **Secretaries Report:**

Communication has come from Consumer Affairs Victoria that we would need to have our AGM and submit the appropriate paperwork.

Ongoing communications with ARG along with all the State secretaries with the collection of the entry forms for Bathurst.

Secretary also advised the group that they were currently looking at insurance to cover Management and Public liability. Hence, there had been emails to and from the insurance company over possible policies.

Victorian Delegate asked if Motorsport Australia’s insurance policies cover this? Secretary explained the Motorsport Australia insurances cover us at race meetings and that this was an exclusion from the above policies.

1. **Treasurers Report:**

2022 Treasurer explained that as per the balance sheet sent out and presented at the AGM the current bank balance is $1,122.20. This would drop below $1000 with the payment of the insurance (being $384.73) so it was suggested to invoice the clubs $500 that would keep CERA’s operations going for that next year.

1. Technical Delegate Report

Technical Delegate informed the group that there was nothing to report in the Technical area is point in time.

1. General Business

**Bathurst 6 Hour: Circuit Excel Bathurst Challenge:** President informed the group that for the Bathurst event Andrew Young would take on the role as the Category Manager with assistance from Shannon Williams. Shane Beikoff will take on the role as the Technical Delegate for the Excel category. There will be further appointments for roles such as Eligibility. Fred Severin will be coming over from SA to assist Shane Beikoff. It was announced by Technical Delegate that Craig Baird would be the Driving Standards Adviser for the event. The organising group has also appointed an assistant DSA in Jonathan Beikoff, that will give the group expertise with IT along with a very strong background in technical data for racing.

Through communications with ARG informing them of the overwhelming response to Bathurst they contacted Motorsport Australia and the track limit for the category was upped from 55 cars to 62, many thanks to ARG for this. ARG have been extremely good to deal with and answered any questions that were posed to them and CEA have reciprocated in handling on anything required in a very timely manner to ARG.

At that point in time ARG had not appointed a contractor for Marquees so a price could not be given. CERA has started conversations with sevral companies to look at sponsorship for the event to assist in lowering the cost for all competitors. It was asked if Delegates could ask their State Treasurers to forward on the initial deposit of $500 from the competitors into the CERA bank account to assist in making the first initial payment due at the end of January.

**Nationals 2023**: Secretary advised that an expression of interest form compiled by the WA organising committee had been sent out to all Sate Secretaries on the 17th of January. An information pack is currently being put together that will be sent out to those that have submitted an expression of interest form.

**Sealers Meeting**. There will be a Sealers meeting but due to the workload generated by the Bathurst event it would not take place before this. The new gearbox sealing procedure would be covered within this meeting. Victoria, QLD, NSW and SA have all had involvement in trialling and giving feedback on the new gearbox sealing procedure.

**Data cap price review.** President spoke about this being an oversight as the last price point was set back in 2019. Products that are used such as the Aim Solo, Mychron 5 and cameras that are used by competitors have all increased in price significantly.

Delegates were asked to seek feedback from the clubs as soon as possible, as there may be a possibility of getting this implemented into the regulations before the start of the racing season in 2023. Victorian President stated that he may have difficulties with local scrutineers with the current price cap so hence the need to move on this quickly. A suggested the price point would be somewhere around $1500 to $2000. It was also suggested to allow the increase of price point so CERA could look at the possibility of the use of a front and rear facing camera.

**Supply of no go gauges:** President told the Victorian delegate that he could supply the gauges to the Technical Delegate so that they could be distributed throughout the states.

**Soft washers:** Victorian delegate informed the group that some had found the washers on the Supashock to be soft. Outcome here was that due to the minimal cost of washers competitors could easily and affordably replace them with washers either being harder or of a different type. There had been reports of competitors not even using washers on the control suspension

**Lack of Motorsport Australia officials at state level events:** Victoria brought up the point about scrutineering and the lack of it at the race meetings. President added that he had been in conversation with Motorsport Australia and that three dedicated scrutineers had been selected for the Excel category in Victoria so hopefully this would improve the situation. President was also working with MA on the concept of having dedicated DSAs at all club’s state rounds. All other Sates reported not appearing to have issues in getting Scrutineers needs to perform checks / audits on cars.

**2023 rule release date**. There was an initial hold up on the regulations with then being released on the 16th of January.

**Discussion on Engine Builders heads legality:** A head been sent to Queensland to be checked and measured by the CERA Technical delegate. The CERA President had also seen the head and explained it was easy to see that there had been machining past the short turn radius. Victorian delegate advised the group that he had a report from an engineer that has sent to him and that this report had been emailed to all Delegates just prior to the meeting. It was stated that the machining in some areas on the head that the short turn radius had been completely machined out.

CERA Technical explained to the group that one of the reasons that the head was illegal was due to the bypass of machining down and the radius of the cutter, making the long turn radius to long. It was also explained if the machining had stopped at the short turn radius the head would have been machined to a legal state. The strong belief was that this machining technique that the by passed the short turn radius does not increase the performance output of the head. CERA Technical actually flowed this head and compared it to other heads that had been flowed on at the same equipment and it was determined there was no advantage to this style of machining. In fact airspeed from this head was down in comparison to the other heads.

CERA Technical had tried to contact the engine builder and have conversations over the machining. The engine builder would not accept the fact that his machining was incorrect and would also not return phone calls. It was also pointed out that the engine sealer should be picking this up and feeding it back to the engine builder and not sealing engines with this head treatment. There was discussion over keeping that particular engine sealer within the system as other states had made the call that when engine sealers were not doing the right thing, to remove their approved status.

**Other Business around the State**

Queensland: nothing to report and then had to leave the meeting.

New South Wales: In the future discuss the Elantra front brakes other than that nothing to report.

South Australia: nothing to report

Tasmania: nothing to report

Victoria: nothing to report

WA nothing to report

Possible state of Origin with Vic and SA. Vic and SA to work on Enduro dates to be around a month apart. Discussion continued around events and the different dates from the States for race meetings.

SA spoke about having a Masters group which would help the splitting of the grids seeing that in SA Excels are bypassing the track density.

1. Adjournment

Andrew Young adjourned the meeting at 18:33 AEST Minutes submitted by: Andrew Young