# CIRCUIT Excel Racing Association Inc

# Meeting Minutes

 4th of October 2023 7:00pm AEST Meeting held via Zoom conference call

Invitees: John Broadbent (President), Andrew Young (Secretary), Shannon Williams Treasurer, Tim Rowse, Les Sharpe, Craig Twining, Nick Scaife, Brett Sheriff, 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, and Brett Sheriff.

Shane Beikoff attended the meeting after the first hour due to commitments at Bathurst 1000 event.

Apologies: Les Sharpe and Darren Bromley.

1. **Approval of minutes from last meeting**: Approved by Tim Rowse, Seconded by Craig Twining.
2. Business arising From Previous Minutes:
3. President’s Report:

The President informed the group that CERA had put in an expression of interest for the Adelaide 500 in 2024. This will be confirmed, and categories informed once the Supercars calendar has been released.

We have had communication and feedback back from ARG and they have informed us that we have a grid at the Bathurst 6 hour as a support category. The plans at this point in time is that this will be the opening round for the three-round National Series with the Dunlop Destiny program. The meeting was advised that we had received permission from ARG and the event committee to be able to use Dunlop as a sponsor and promote them with MRF being involved with the Hi-Tec Oils Bathurst 6 Hour.

The other events being planned will be at Queensland Raceway mid-year and Sydney Motorsport Park towards the end of 2024. The Bend was considered but this round was too close to the Bathurst Event.

The proposal from ARG is what CERA requested in 2 off 20-minute Practice sessions, 1 off 20-minute Qualifying and 3 off 30-minute races. This is 50 more minutes of track time than 2023. There has been a focus for the Bathurst 6 hour to move back to more grass roots categories. CERA is currently negotiating with ARG and Motorsport Australia for the participation in Shannon Speed Series rounds mid-year and at the end of year. Part of the discussions is to secure tracks with large grid capacities and to ensure that there is ample track time for the National Series events and for Excel to be a major category.

President detailed discussions had with the Victorian delegate about the formation of a Technical subcommittee. It was decided to defer these discussions prior to the AGM.

President informed the WA delegate that we were still awaiting feedback from WA for the 2024 regulation review. CERA required feedback on:

* The definition of the engine bay, hence feedback was required on the whether to follow the contour or take the lowest point of the radiator support panel across in a straight line.
* The addition of a gearbox reinforcement support plate to the cross member due to cracking from solid urethane mounts.
1. **Secretaries Report:**

As previously mentioned in the President's report there had been a lot of communications back and forth with ARG with outcome previously discussed. There was also communications back and forth with Motorsport Australia and the Secretary thanked the President and CERA Technical for their assistance here.

Ongoing communications with Supashock and this will be detailed in the two topics in general business.

CERA sent an email to the Victorian committee requesting information on several issues and an event.

Secretary reminded the group that if there is any new lap records too please forward the details through so that they can then be published on the CERA website

1. **Treasurers Report:**

Treasurer informed the meeting that the current balance of the bank account is $2121.53 with outstanding invoice from Qld at $600.00. Victoria will also be invoiced $200.00 for Engine Seals for one of the Sealers. Once outstanding monies come through will bring total to $2921.53

1. Technical Delegate Report

No report due to Technical Delegate being absent at that time in the meeting.

1. General Business

**Regulations Review:** The current document that was emailed out to all Delegates was displayed on the Zoom app. All changes were looked and explained. It was also explained that no brand names could be added into the regulations document unless they had products that had been through a tender process. Brand names for products such as the short shifters will be added to the Technical document. A diagram will also be added to the regulations to assist with the definition of the shoulder of the tyre for the minimum tread depth. Additional photos have also been added to assist the new wording under Brakes. It suggested that as part of the change put into 13 Body and Coachwork to part D that options into the future could explore a measurement by overall or from the frame. There was discussion over the term upstream in 4.7 Induction. It was pointed that two other MA categories use this terminology.

**Feedback on meeting with Supashock:** From the meeting with Supashock attended by the President, Technical delegate, Treasurer and the Secretary along with Supashock representatives certain outcomes were decided for both parties to address. CERA will set up a dedicated Supashock email address where competitors with issues will send correspondence to and then this will be forwarded on to Supashock. Supashock will rectify any gassing issues with control suspension, however if the issue is not a gassing issue the competitor must pay for any parts and labour to restore the damper to the specification. An example was given of competitors out of Queensland and Victoria claiming that they had a gassing issue but when investigated both instances had bent shafts which was the cause of the problem due to on track accidents. Supashock have handed over the updated database that has the serial numbers for all Dampers produced including those that have gone back for service with. 10 sets have been sent back for service with some of the dampers in those sets having issues with some being gassing. This is 10 of out of the 500 sets with competitors, that is 2 percent. The system will be the competitor will come through CERA and not go upfront to Supashock with a 10 day turn around for maintenance or repairs.

The point was asked can the gas pressure be checked in the dampers and it was explained that due to the ball valve that is in the dampers it is not possible to put a gauge on the damper and check the gas pressure. The process that Supashock uses to check gas pressure that is used was explained to the group. Discussion went on to the issues on Social Media by a few putting what they believe are gassing problems but this was individuals trying to make their own judgment without any testing of the dampers. Many states are reporting very minimal issues and chat from members over Supashock. Damper sets with suspected issues need to go back to Supashock for testing to collect data. CERA will assist the communication with competitor base by setting up the CERA Supashock email.

**Supashock next batch take up:** Supashock currently have a stock sitting on the shelf awaiting to be purchased from the first batch of 75. There is still going to be another batch of 75 produced at the end of October. With the 20 members that are on the priority list at Supashock that have been issued purchase codes only three have purchased at that point in time, not a good take up. The group was also advised that the bank transfer purchase option is no longer available as Supashock are moving to an automated system with credit cards. Supashock also advised CERA that the second batch of 75 will have a price increase with the cost for CERA aligned club members being $2,349.00 inc GST and those out of CERA $2,649.00. It was put again that out of the 500 sets a lot have gone to those outside of CERA clubs. Many states are reporting very minimal issues and chat from members over Supashock.

**2023 Nationals WA:** WA delegate confirmed that Zak Caban will be heading over for commentary. For Eligibility CERA Technical in Shane Beikoff and Fred Severin from South Australia will also be attending the WA Nationals. Fred is already in WA with MA Dirt events. 17 cars entered at this point in time with two being interstaters. Races will be set laps not time certain. Secretary will send out details of Facebook group, entry details, along with Info pack 1 and 2 to all State Secretaries. Info has gone up on CERA Facebook site. WA Sporting Car Club required WA club to supply $5000 deposit and a club must supply a minimum number of entries to get the deposit back.

Discussion then moved to the difficulties that all states are currently dealing with promoters and despite good conversations with Motorsport Australia this is not feeding back to the promoters to look after the category. All states gave examples of difficulties with dealing with promoters. Many States are now looking at directly dealing with the Track owners.

**National Series 2024:** Covered already in Presidents Report

**Introducing the Toyota 86 driving standards the category for 2024:** is aDemerit point system. President once again asked all delegates to get feedback from state clubs and committees. Initial feedback was to maybe look at 6 points from 4 points. The discussion also includes the need to have it as a National system to stop drivers moving from State to another once points are accumulated. Intent is to run this demerit point system at the 3 round National Series in 2024. It discussed that all Sates need to appoint Driving Stands Adviser / Observer.

**Tyre rebate:** In 2024 CERA will use the Tyre rebate money via Dunlop to assist in the running of the National series and that at the end of the year CERA would look at what monies could be pushed back to the States. This point was previously discussed at CERA meetings. It was also indicated that the CERA organising committee for events will no longer fund events by use of their own personal credit cards. For events CERA need to find funds for:

* Accommodation of Volunteer to run events.
* Deposit and overall cost of the Category with promoters
* Deposit and overall cost of the Marquess
* Flight costs for brining volunteer officials from interstate.
* DSA Costs
* Rental car costs
* Costs of Technical checks at the events
* Food and Beveridge cost for the volunteer officials
* Promotion and marketing. Windscreen banners etc.

It was indicated that the 2023 Bathurst event was around $140,000.00 exercise to run this event hence the reason that CERA requires some kind of float to be able to run a National series with two further events. Discussion also covered the fact that unlike other series and events the CERA Series is all done by volunteers and therefore costs are kept at a minimum to return value to the members. All Excel club members need to be mindful of the opportunities that this particular category is being offered due to the hard work, networking and contacts of the CERA organising committee.

President reached out to Delegates that he or the Secretary would be more than happy to attend State Committee meetings to explain how CERA is looking at using the Tyre rebate money and how CERA runs events.

**CERA taking control of appointing sealers.** President pointed out that it is hard for CERA to know the local contacts and expertise in each State so therefore the clubs may be better off appointing Sealers themselves. CERA is still more than happy to be involved with interactions and assistance with all state sealers and the training of new sealers.

**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 these shipments.

**Around the States**

**Tasmania:** Suggested that CERA get the Eligibility Officers and Scrutineers together so that they can look at common and uncommon issues that are being faced with these roles. This could also bring in a good conversation as to how different competitors may be trying to bend the rules or take advantages where they should not and that this could be shared from a nationwide point of view.

Discussion also moved to that all States must have Eligibility Officers.

Tasmanian Delegate also thanked the President for his assistance with an issue that was taken to Motorsport Australia.

President spoke about the selection process that will take with those that want to go to Bathurst and compete in the National series. CERA will do this in consultation with the States. There will be a major press release and launch very soon for the Destiny Program.

President asked the Secretary to send out the current version of the 2024 Circuit Excel regulations. All Delegates were asked to look over this and supply final feedback as these need to be submitted to Motorsport Australia as soon as possible.

1. Adjournment

John Broadbent adjourned the meeting at 21:04 AEST Minutes submitted by: Andrew Young