# CIRCUIT Excel Racing Association Inc

# Meeting Minutes

24th of January 202 7:30pm AEST Meeting held via Zoom conference call.

General meeting followed CERA 2024AGM.

Invitees: John Broadbent (President), Andrew Young (Secretary), Shannon Williams Treasurer, Shane Beikoff (Technical) Craig Twining, 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 and, Brian Sciberras.

Apologies:

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

The President already had spoken to a lot of the issues with his report with the AGM but once again emphasised to all delegates that clubs needed to deal internally with situations for that state. In the past far too many issues were pushed over to CERA when they should have been handled at state / club level.

There would be information on the Dunlop series that will come under general business.

President asked all Delegates to seek feedback from club committees in allowing each State to have two representatives at CERA meetings. As per the constitution each State will still only get one vote when a voting outcome is required. An email vote will be conducted by the Secretary.

President asked the WA attendees who will be the WA CERA Delegate and Cameron Charnley was nominated with Brett Sheriff assisting. Other State Delegates are:

Victoria: Linda Mrnjavac

South Australia: Andrew Young

New South Wales: Shannon Williams

Tasmania: Ben Davey

Queensland: John Broadbent

1. **Secretaries Report:**

Secretary detailed back and forth communications with ARG covering topics:

* Marquee details
* Introduction to Secretary of the event.
* Confirming that Excel at Bathurst are running under State regulations as per previous years
* Confirming the of name the category referred for the event schedule and event regulations, this is the CERA Dunlop Destiny Series

Received email from Victoria Consumer Affairs to submit financial statement for 2023.

CERA affiliation with Motorsport Australia has arrived and been paid with details passed on to the Treasurer.

Once again there been a lot of email traffic to the CERA events email address, details to be covered in general business.

1. **Treasurers Report:**

At the time of the meeting the CERA bank account balance was $69,963.60

There had been many incoming payments from the final Bathurst competitor lists and Wildan 13.

Outgoing payments included:

* Final payment to ARG
* Marquee deposit
* Gearbox prototype replacement parts
1. Technical Delegate Report

Technical Delegate spoke about Gearbox prototype replacement parts. Photos of the Gearbox prototype replacement parts were shown to CERA Delegates. These prototype parts will soon be put into gearboxes for testing with the parts being the 3rd and 4th selector fork along with the steel knuckle that attaches to the 3rd and 4th gear shift rod.

Photos were also shown of the dry break fuel fitting and where it would fit on top of the current fuel filter. Different types / techniques of fuel testing were described by CERA Technical and how the samples would be taken. The plan is to get an initial order of 100 dry brake fuel fittings, and these would be distributed to the clubs. Clubs were asked how many they would need in the first batch with the Bathurst competitors being a priority. The expected remaining stock for all competitors of the dry break fittings was forecast for the end of April 2024.

The photos of the dry brake fuel fitting and the gearbox components will be sent out to clubs by the Secretary so that members can see them.

1. General Business

**Dunlop Series:** President informed the group the Dunlop Destiny Series outcome had changed. This was due to a multinational company not backing what the Australian subsidiary had planned with alignment to the Destiny series. What has also complicated the situation with the Destiny series and outcome is the withdrawal out of Australia of the Goodyear / Dunlop retail side of the company. It was explained that the Motorsport supply of tyres is not affected as this is separate to the retail arm. This also had the effect of the closure of the Beaurepaires stores across the country due to the connection with Goodyear / Dunlop. Another unfortunate outcome of this situation is that up to 400 employees of Goodyear / Dunlop will lose their employment.

The 3rd and final event that was planned for Sydney Motorsport Park was supposed to be part of World TCR and is looking extremely likely that it will not go ahead. This is due to World TCR not participating at this event or even coming to Australia in 2024. CERA has already started to look at alternatives and has spoken to several promoters about opportunities for the third and final event.

A set of Sporting Regulations that will go across all three events of the Dunlop series is currently being written and will be submitted to Motorsport Australia for their approval.

**Supashock Update and codes**: Secretary told the meeting that over the December / January there was ongoing demand for the Supashock purchased codes from competitors needing control suspension. Supashock currently has around 35 sets in stock at Supashock. The system of getting competitors that required control suspension to contact the State Secretary so that financial membership could be confirmed, then passed on to the CERA Secretary is working extremely well for all parties. Once financial membership is confirmed and relayed to the CERA Secretary, the CERA Secretary passes on a purchase code to the competitor that allows them to make an online purchase.

**Supashock CERA email:** Secretary once again informed the group that CERA now has a Supashock email that it would like all warranty or defect claims to be sent to this address and it would then be forwarded on to Supashock. If a competitor was looking at a servicing or maintenance issue, they would deal with Supashock direct and would not contact CERA in this case. This would be emailed out to all Delegates and State Secretaries to be passed on to all club members.

**Regulation Review Document**. Delegates were reminded that the regulations review document would need to be sent out to all club members. The Secretary would send this particular document out to all State Secretaries. Some states had already emailed out the regulation review document to their members.

**Track widths:** There was discussion of the maximum track width and in turn then does a guard width need to be developed. The general consensus was that the current track width along within the diagram in the regulations is covering what is required.

**Potential fire suppression device:** There had been some social media commentary about the Dunlop Destiny series being a national series therefore requiring a fire suppression device. The Dunlop Destiny series is being ran under state-based regulations and therefore does not require a fire suppression device.

**Dry break for fuel testing: T**he drive break fuel testing fittings as previously detailed in the Technical Delegate’s report have been ordered**.** It was stated no competitor can be prosecuted or written up for not having a Fuel hard break fitting until there is enough stock in the country for all competitors. CERA Technical will make up the testing kits for state eligibility officers and conduct the appropriate training once the equipment had arrived from overseas order.

**Supashock top seals – required for 2024 or not.** This topic was brought forward as a query for competitors for the Destiny series. All Supashock control suspension must be sealed with either a top cable seal or the bottom sticker seal. The Secretary had conversations with Supashock and once again confirmed that dampers returned for maintenance if they did not have a top cable seal this would be added. Supashock also confirmed that the bottom adhesive sticker seals are still being used on new damper sets along with top cable seals. The onus is on the competitor to ensure that they have at least one form of seals on their dampers. If they do not it is their responsibility to return them to Supashock so that seals can be added.

**Haltech 550 Elite TAA Excel ECU and Patch loom:** CERA had received feedback that the Track Attack series was looking at implementing a Haltech 550 Elite TAA Excel ECU and Patch loom in 2024. CERA had received feedback from members concerned over this issue that it was stated that Track Attack is a separate entity that is not affiliated with CERA. Feedback was that there was minimal take up to date with this option so Track Attack would not be pushing ahead with it.

1. Adjournment

John Broadbent adjourned the meeting at 21:45 AEST Minutes submitted by: Andrew Young

1. Out of Meeting Vote – Email was sent to all Delegates on the 4th of February 2024. This called for a vote and feedback from each of the Club committees in allowing each State to have two representatives at CERA meetings. As per the constitution each State will still only get one vote when a voting outcome is required.

Result was 5 states voted Yes to have two State representatives at CERA meetings, this is carried. The last State did not vote in the time allotted.