

CIRCUIT Excel Racing Association Inc

Meeting Minutes

17th of April 2024 8:00pm AEST Meeting held via Zoom conference call.
General meeting.

Invitees: John Broadbent (President), Andrew Young (Secretary), Shannon Williams Treasurer, Shane Beikoff (Technical), Ben Davey, Andrew Hobby, Cameron Charnley, Brett Sheriff, Linda Mrnjavac, Dale Carpenter, Brian Sciberras and Rob Holloway.

I Roll call

Roll call conducted. The following persons were present: John Broadbent (President), Andrew Young (Secretary), Shannon Williams Treasurer, Shane Beikoff (Technical), Linda Mrnjavac, Ben Davey, Dale Carpenter, and Brian Sciberras.

Apologies: Brett Sheriff

I Approval of minutes from last meeting: Approved by Dale Carpenter, Seconded by Brian Sciberras.

II Business arising From Previous Minutes:

Not Applicable

III President's Report:

CERA is still trying to finalise the date for the third Dunlop Destiny Round. President has been in discussion with one Raceway and there may be the possibility of retaining the original date of the third round, there is also the possibility of the first week in December. There have also been ongoing discussions with Motorsport Australia to see if they can give some assistance here. There were proposals from Island Magic but this clashes with both the SA and Victorian Enduros. There have also been other possibilities, but these have clashed with state rounds CERA's main outcome was to avoid any interference with state and club events.

One Raceway have offered several different proposals of how CERA can run the event and will be able to deliver it at a reasonable cost structure. One Raceway are keen to engage with Series X3 NSW.

There was also a proposal from the Bend Motorsport Park. CERA would have to guarantee a minimum of 40 cars. The date would be 7 to 9 September which there are already events on the following two weekends in Victoria and SA.

IV Secretaries Report:

Secretary detailed discussions with the Bend Motorsport Park for a possible third event for the Dunlop Destiny program. If we went down this path it would be our event and so CERA would have control over the format e.g. top ten shootout etc. The Bend would organise other support categories to help compliment the event.

There was follow up with ARG over the second race on the Saturday at Bathurst not put on the broadcast. CERA was informed that the intention was that only one race would be on the broadcast. The second race was still covered on Fox and Kayo.

There have been the normal communications emails with both Supashock and Wildan 13.

DSA Report was received from the DSA Team.

V Treasurers Report:

The current balance in the CERA account is \$38,909.48. The final payment from Wildan 13 arrived in the bank account on the 16th of March being \$13,000.00. Aldo De Paoli from Nat Lube Solutions donated money for the Bathurst trophies, and this was \$2000.00.

Treasurer informed the group that the Bathurst event cost around \$19,000.00. This included costs for food for the event staff, fights, accommodation, rental cars, DSA, Tech consultants, hire costs and media.

VI Technical Delegate Report

Technical Delegate has nothing from the national level but will breakdown the report from the Bathurst event.

Bathurst Report

There were five eligibility staff for the event along with two others that also looked after the tyre marking. From the event the eligibility team gathered 17 pages of data.

On Thursday all 62 cars had 6 tyres marked both sides giving a total of 744 marking completed. Eligibility staff on the Thursday and Friday collected the Engine numbers and Seal numbers for the timing cover, head to block and gearbox for all 62 cars and took photos of the corresponding sealing sheets. This task was completed before any on track activities by the cars.

Also, whilst performing the engine number and seal checks Eligibility staff performed under bonnet, cabin and under car checks. From this a couple of cars were asked to rectify coolant temperature sensor wiring. One engine was found to be sealed outside the CERA system and deemed to be outside of the regulations of 3E Circuit Excel. This engine then was changed prior to track sessions starting. A good outcome was the

majority of cars had seals with matching seals sheets. Further analysis of the data collected is still underway.

All cars were checked for compliance to the fuel cover rule. 21 cars were found to be non-compliant, 1/3 of the field. These vehicles were asked to be rectified before qualifying. This included 1 from NSW, 1 from SA, 3 from Tasmania, 7 from Queensland and 9 from Victoria.

Half of the field were checked for compliance of the controlled suspension. This was to check compliance to the top seal if drilled or the lower seal if not drilled. Six cars had notes placed in logbooks due to the top seals being removed as this was checked against Supashock records. These dampers are a controlled product so therefore seals cannot be removed. Ongoing checks will be performed for controlled suspension from data gathered at future state and club race meetings.

During the races, 3 cars had wiring looms inspected from the ECU through to the engine, two of these cars had instrument clusters removed. All three cars were found to be compliant, and these cars were chosen from the front of the field. One car was asked to move the ECU and fuse panel from the passenger floor area back to original fuse panel location and ECU location as per the regulations.

Three cars had their ECUs swapped for Category controlled ECUs. These Category controlled ECUs tested by Dyno testing and then sealed with CERA seals. These Category controlled ECUs remained in these cars for all of the remaining track sessions. With the checks of the wiring looms, ECUs and sensors, helps to confirm the compliance of the vehicles and also demonstrated there are no technical issues in swapping ECU's at race events.

CERA Technical was not asked for replacement tyres which would have incurred a penalty if utilised as per stated in the sporting regulations.

After practice 1, 15 cars were cycled through the scrutineering bay, this included most of the fastest cars that could be determined from the Natsoft results. Cars had ride heights checked, Cambers checked and were weighed. Some cars had external visual inspections and others had visual damper inspections conducted on them. Three cars were found to have more camber on the front left side than they allow all 4°. Outcome was for the competitor to correct it before the next session. One car had tyres outside of the guard line and was asked to rectify it before the next session. This was an advisory session due to being conducted after a practise. Three cars were identified to have seals removed from dampers and were advised that this would have to be rectified before their next race meeting / event.

After practice 2, 17 cars were cycled through the scrutineering bay, this included the next fastest cars that could be determined from the Natsoft results. Same checks were performed as per practise 1. Six of these cars were found to have excessive camber and

were asked to rectify before the next on track session. Two cars were picked up with wheel differences and these cars were checked for offset differences.

After Qualify 17 cars were cycled through the scrutineering bay. The top three cars were selected in this group along with others that had not been inspected thus far. Once again cars had ride heights checked, Cambers checked and were weighed along with visual checks. The five fastest cars had throttle bodies checked and where all found to be compliant. Dampers were also checked on several cars with no issues.

After Race 1, eight cars were requested to go to the scrutineering bay for target audit checks by the scrutineers. CERA Eligibility checked the top 3 cars along with 8 other cars that had not had any inspections done to that point. These cars had ride heights checked, Cambers checked and were weighed along with visual checks. One car was given permission to leave the Circuit to rectify accident damage. One driver was requested to attend race control for disobeying an official's direction whilst cars were under parc ferme.

Race 2, 15 cars were sent to the Scrutineering Bay. This included the top three along with 12 that had not had any inspections conducted thus far. These cars had ride heights checked, Cambers checked and were weighed along with visual checks. Four cars were randomly selected to have throttle bodies checked. One car had a modified throttle body detected and was referred to the stewards for a penalty which was disqualification from that race. One car was found to have excessive front camber but it was deducted that this was due to accident damage, so they were asked to rectify it with no penalty being issued. One car was found to have insulation material on the intake manifold and was asked to remove it of which they did so in front of the eligibility team. A fuel sample was taken from one of the cars that had one of their new fuel break fitting systems fitted. The test procedures were demonstrated to the eligibility team. The sample taken tested fine for the tests of fuel conductivity and density.

Race 3, the first 4 cars were sent to the Scrutineering Bay. Weight checks were performed on these cars. The first two cars were requested to remove their inlet manifolds and cylinder heads. Here the checks of throttle bodies, inlet manifolds, bore stroke, head dimensions, surface finish inside the heads, along with chamber volume, camshafts / lobe heights were measured by the two dimensions. The third and fourth finishes had inlet manifolds removed and the throttle body and inlet manifold were inspected for compliance. These cars remained on standby in case one of the 1st two place getters failed any of the checks.

As a summary of cars that went through the Scrutineering Bay was 51 cars were cycled through during the event. The 11 that missed out were towards the back end of the field. Unfortunately, it was not possible to check all cars due to the limited time that the eligibility had in the scrutineering area due to the area also being used by other categories. Eight cars went through the Scrutineering Bay twice, one went through 3 times, two cars went through 5 times and 1 car went through 6 times.

The Secretary in his role as a Category Manager acknowledged and thanked the CERA Technical delegate and all of the Eligibility team for all the work that they performed over the event.

President put up the strong recommendation that all states should send an eligibility representative to the National level meetings. The end goal of this is to not only learn from each other but to share common information and help further develop the networks from state to state. If your state has eligibility personnel that would like to be part of this, please let CERA know.

CERA Technical also informed the group that whilst in Victoria at a race meeting he has had conversations with the Chief Scrutineer about assisting HERA with Track Eligibility. CERA Technical urged the HERA CERA Delegate and Representative to continue conversation with the Victorian Chief Scrutineer.

VII General Business

Dunlop Destiny Series Bathurst feedback : Secretary as a Category Manager reported that feedback that had been either verbal or by email from those that took the time to do so was very positive and the competitors were extremely thankful of the efforts of the Events Team . A disappointing outcome was that information that was sent out in category emails, sporting and technical regulations, supplementary regulations, and further regulations with some competitors blatantly ignoring clear instructions. When the Category Manager pointed out these issues such as refuelling in the pit area with the wrong attire or securing down pop-up shelters with the appropriate weights competitors and pit crew in some cases instead of taking advice tried to argue the point. All we could do here is refer back to the information that was sent out to show the reasons why we were asking to competitors to comply to these outcomes laid down by the promoter and the Bathurst City Council.

There were unfortunate outcomes that were out of control of CERA such as no timing for practise 2 and then qualifying being cut short due to the fog and then having to revert back to practise one times as qualifying times, this was not an ideal outcome. Everything that was in the control of the CERA events team ran extremely well and this is due to the work that was put in by the team prior to the event.

The WhatsApp worked really well as a as a communication medium to get information out two competitors and pick crew. This assisted the process of getting people ready to do the form up and to get information about when park ferme ended.

Category Manager thanked:

- Shane Beikoff for the build-up and preparation work for the for the Eligibility Team and the role during the event
- Nicole Williams for all of the work with promotions and social media, the production of the Destiny merchandise, assistance at the event to the Category Manager and helping form up

- Shannon Williams for all of the accounting and sending receipts of payments as this is the most transactions of inwards and outwards payments that the CERA of bank account has ever had to work with.
- Linda and Kiara Mrnjavac for their assistance prior to the event and then organising the rollout of the form up for all competitors into the dummy grid. For the biggest category we were the most organised and we got great feedback from the event format team.

We also received positive feedback from ARG about the category and the success of the event. This had been their largest event by ticket sales and also with entries with 318 cars participating in the event.

President also remarked on the positive attitude, behaviour and respectful nature shown by the majority of the younger drivers and this was also backed by CERA Technical and the Category Manager.

Discussion continued about Bathurst and a suggestion was that into the future with the Destiny program that the Bathurst event is not included but is retained as a standalone Invitational event.

Rounds 2 and 3 for Dunlop Destiny Series: next event being round two will be at Queensland Raceway between the 12 and 14th of July. President will have further information within the next week as he is dealing with David Mori from Motorsport Australia who currently involved in the rollout of the Bend event. CERA will look after entries and payment, MA portal will not be used. Round 3 was discussed in the President's report.

National Administrator: Secretary detailed discussions with the South Australian committee about the possibility of looking at a national administrator due to the amount of work that the Dunlop Destiny series generates. Secretary stated that in the role as Category Manager leading up to the event there was many 20 to 30 hour weeks on top of normal work that had to be done and this is the reason why he would not be continuing this role into 2025 and would also be looking at stepping down as Secretary. President suggested that moving into the future that the Category Manager should not be one of these CERA executive due to the work that all positions need to deal with. Discussions also included that other categories have a paid Administrator, but the issue is with CERA where does it get the money to pay that same position.

WA

QLD Rnd 2 – having the two separate classes how its going to work, in four groups like a proper national or 2 national champions and no outright champion,: It was explained that there will be a winner of the Destiny class and the winner of the Challenge class. Delegates were asked from here to seek feedback from their clubs and committees about the interest for standalone nationals event along with the Dunlop Destiny programme in 2025. Discussion continued about the amount of national level events with Bathurst included that we need to be aware that the number of events will impact on state

level racing. The example was the national calendar that was sent out a couple weeks prior to the meeting was how many events are on across all of the states and there are very few gaps within the calendar.

Dry Break fuel fittings: Arrived just prior to Bathurst, some of these were made available for competitors at Bathurst. An issue was picked up with one of the holes in the fitting being 0.8 to 0.9 millimetre under size from the factory banjo bolt item. These fittings will be rectified before being sent out and those that had already purchased them are able to modify them to the factory size. Flow rate calculations have been done on the new fittings. With a 4.15mm hole size the flow rate per hour per hole is 102 litres per hour so 204 litre per hour from both holes. The fuel injectors flow rate per hour is 46 litres of fuel per hour so by calculations the 4.15mm hole does not restrict the flow of fuel. Fuel testing kits will be sent out to clubs once all the Dry Break fuel fittings have arrived, clubs will be charged for the test equipment.

Dunlop tyre supply issue or resolved now: The initial supply issue on the Dunlop tyre has now been resolved with several containers landing in Sydney, Melbourne and Adelaide. There are now sufficient stocks in all states that can be purchased.

Wildan 13 will work with CERA on a purchasing system similar to that of Supashock to guarantee that Excel club members can get access to the tyres.

Shocks need top seal or still not required : If the dampers are supplied with the top seal they must retain that top seal as recorded on the Supashock spreadsheet. If competitors have dampers that have been drilled and do not have a top seal, they must be returned to Supashock for the addition of a top seal. A suggestion was also put forward that in the rules for 2025 that a sunset clause and date needs to be set up for all dampers to have the top seal.

SA

Race Receivers: SA Delegate reported a reluctance of the tower at race meetings to allow the use of race receivers despite the Motorsport Australia allowing them and the SA club wanting to use them. President will speak to the CEO of Motorsport Australia in discussions about the want and desire of states to use these. The states that are currently using race receivers gave positive outcomes and feedback for their use and their benefits. Tasmania also reported similar issues in wanting to implement them as South Australia.

Regulations Review:

- **Bonnett Rubbers can be wholly or partially removed.** This pertains to the front and back rubber that exists on the front bonnet, seek feedback from all States
- **Remove the reference to Single Cam Gearbox ratios.** Recognized as a typographical error, will be removed.
- **Original Rear Inner Wheel Arch Guards to be fitted.** This was recognised as a measure to control the pulling inward of the rear bumper for aerodynamic advantage. Concern here is that there may not be enough of these around to perform this task. Discussion moved to the use of a bracket to control the width

and to create a minimum measurement to go into regulations. Seek feedback from all States.

- **No Modifications or Additional Holes to the Rear Bumper, Original light to be fitted or the Hole to be completely sealed. Use original Factory tow point on rear.** Past discussions on this topic had at CERA meeting have discussed that this was not a legitimate modification. The original tie down point towards the middle of the bumper can be used as a tow point. This will need to be written into the rules as it contradicts MA rule allowing cutting of bumpers. Seek feedback from all States

Big Thank You to the CERA Team for all the work put into the Bathurst weekend from SA Tech Group and SA Committee: All at the CERA committee appreciated this gesture

Around the states:

New South Wales: NSW is getting ready for round two at Winton. The meeting was informed about the passing of a young member of the club. The NSW club has extended their sympathies to the family who are obviously quite heartbroken. The decision has been made for the NSW Enduro in May to be known as the Jeremy Hodges Memorial Trophy, have extended an invite to all interstate Club members . NSW will be adding a further Eligibility Officer to the team.

Victoria: Next race will be in May at Winton.

Tasmania: Getting ready for a round on the preceding weekend at Baskerville being April 20 – 21. Has been extremely with Race Tasmania and a couple of a race events after that. Tasmania has been able to get extra assistance for their Eligibility Officer, this worked well at Race Tasmania. The question was asked by the Tasmanian delegate about fuel testing and who will get the testing kit. CERA Technical explained that the Testing kits will be sent to the Eligibility Officer in each state. Also explained the process of how the fuel is tested for conductivity and density and the process behind it.

Western Australia: Absent from Meeting.

South Australia: Next race meeting will be May 3 – 5 The Bend on the International Circuit. SA detailed issues of tyres in the Northern Territory. There had been a pallet of Dunlop control tyres delivered in February with minimal of these being sold. A process was detailed by CEASA and Wildan 13 but it appears that the process and instructions set for this may not have been passed on to all NT competitors. Enquiries were made from NT to MA about a supply issue despite the fact that there were tyres available, so the CERA President had to get involved here. CERA President has had to respond back to Motorsport Australia due to request to run the Federal tyres at the Supercars round in Darwin as Excels are part of the combined sedans category. The response to this request is that this is not possible as CERA have signed a contract with Wildan 13 for the use of the Dunlop tyre at all Motorsport Australia permitted race events

As the Secretary the SA delegate will get in contact with Supashock again to get an updated spreadsheet of all control dampers produced and to get this as an online cloud-based document.

Queensland: Queensland has their next race meeting as Round 2 April 19 – 21 at Queensland Raceway. First MA permitted event for a State Round at QR for a long time.

President also detailed derogatory comments made by some at Bathurst. This is extremely disappointing as we would prefer to people approach us with constructive feedback. Need to be reminded that the CERA committee is made up of volunteers that do their best for the category. If people have valid criticism there are processes and pathways where this particular feedback can be directed through.

President also recognised the criticisms that state committees get at times and the issues faced by all with those that use social media as a medium to criticise without substance volunteer committees. Once again, the President thanked all that sit on committees, they give up their time for the greater good of the category.

VIII Adjournment

John Broadbent adjourned the meeting at 21:42 AEST

Next Meeting TBA

Minutes submitted by: Andrew Young