

# ***Circuit Excel Racing Association Inc***

## ***Meeting Minutes***

25th of June of 2024 8:00pm AEST Meeting held via Zoom conference call

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, Gavin Faulkner, 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, John Broadbent (President), Andrew Young (Secretary), Shannon Williams Treasurer, Shane Beikoff (Technical), Cameron Charnley, Brett Sheriff, Ben Davey, Linda Mrnjavac, Gavin Faulkner and Brian Sciberras

### **I Business arising From Previous Minutes:**

The Secretary reviewed the minutes from the April General meeting covering the below topics .

- President Report
- Secretary Report
- Treasurer Report
- Bathurst Technical Report
- Dunlop Destiny Series Bathurst feedback.
- Rounds 2 and 3 for Dunlop Destiny Series
- National Administrator
- Around the States

No business arising from these.

**II Approval of minutes from last meeting:** Approved by Brian Sciberras, Seconded by Gavin Faulkner.

### **III President's Report:**

Motorsport Australia cancelled the first of the Speed Series events which was going to be at Queensland Raceway between the 12th and 14th of July which the Dunlop Destiny Round 2 was going to be a part of. The President then stepped in with help from QR organised a 2-day event for the 12th and 13th of July to allow the second Destiny round two to continue, this event would also include Production cars. Friday will be practise in the morning and then qualifying in the afternoon for the two grids including a top ten shootout. On the Saturday both grids will get four 30-minute races. From the CERA perspective we are extremely disappointed in Motorsport Australia as this is now the second event that they have cancelled that involved the Dunlop Destiny series, the first being Race Sydney, initially they guaranteed CERA two events. On the 6th of June the President contacted Motorsport Australia representatives in the morning after receiving rumours that the Speed Series event in July would be cancelled. The Motorsport Australia representative reaffirmed to him that these rumours were not true and the event would still go ahead. Later that day at 4pm the President was then informed by the same Motorsport Australia representative that the July event had now been cancelled and they would be a media release at 5pm. Motorsport Australia are going to consolidate the two rounds at QR and unfortunately Excels and Production cars will not be a part of the single round in August. The President thanked Nicole Williams for her work during this time on the CERA social media keeping all members informed. All members were informed not to cancel their plans as CERA was working on a solution, hopefully on the same dates. The President then informed the group that Nicole Williams would also be the Category Manager for the new Round 2 event and the Round 3 event at One Raceway in early December. Once again the President acknowledged the QR team for assisting CERA in putting this event together as this not only assisted us but those competitors that had made accommodation and flight bookings.

President informed the group that there was a meeting being held simultaneously as the June CERA General meeting involving people that are directly and others that are indirectly involved within the category. Communications about this meeting were sent to Series X3 Queensland but not to CERA which was informed to be about the future of Excel Racing. The Queensland committee decided it would not be advantageous for the category and the club for representatives to attend this meeting as there were some involved with this meeting that did not have the best interests of the category at heart. President also stated that there were derogatory comments made about the CERA committee aiming both a local and national level. Due to this the Queensland committee made the decision that it was not getting involved in what could end up in an open argument so voted against attending this meeting. It must be stated that the invite for this meeting was sent to the President of Series X3 Queensland and not the President of CERA. The content of this meeting is unknown as there was no agenda sent out, the only feedback that was had was they would be a comparison of the Track Attack rules in comparison to the Motorsport Australia regulations developed by CERA to look at a possible common rule set.

It was explained that there was already a process in place for the state clubs to look at rule changes and regulations updates, this is a documented process known as the

Regulations Review conducted every year where members are allowed to have input into the process via feedback communications with their appointed CERA State Delegates. Individuals not involved with clubs should not have the right to look at changing rules & regulations or combining rules & regulations. From the invited list of 22 there are only two on that list that are members of Excel Motorsport affiliated state clubs. The President will pass information on to all Delegates as it comes to his attention. It was also noted that no representative / club members from New South Wales, South Australia, Western Australia or Tasmania were invited to this meeting and that all others bar two from Victoria were from Queensland. A large number of invitees are those that make money out of the category. President stated that as per the MA regulations it is documented that CERA is the Recognised Association and that CERA is the representative body for all of the State clubs at a National level. Secretary also confirmed that as the communication point of CERA an invite was never sent to the Secretary or CERA.

President also asked all Delegates to get feedback for 2025 about what they would like for National level events e.g. Bathurst, the number of Dunlop Destiny rounds, standalone National event or any other ideas that members would like CERA to address.

The Queensland club is also looking at working with media experts within the category to produce a video aimed at an introduction to circuit racing focusing on Excels. This video would cover topics such as safety restarts, safe re-entry onto a racetrack, flags and giving racing room. President also reached out to others from the states that would like to be involved with this project. Outcome here was for the Secretary to email this out to all state clubs and Delegates. Hoping to get financial support out of Motorsport Australia to help fund this venture.

#### **IV Secretaries Report:**

Secretary before presenting his report reached out and acknowledged the work of the President in dealing with the current situation with the meeting. He stated that the President has had to put a huge amount of time into this situation along with re-establishing the Round two of the Destiny event so this needs to be acknowledged and thank you must be stated.

Secretary detailed that there were the normal communications between the key suppliers in Dunlop and Supashock and that details of these would be covered in General Business.

There were discussions with Motorsport Australia about the supplementary regulations and starting communications with the Secretary of the Event for the Speed Series event which is now unfortunately defunct.

Secretary stated that he would be stepping down from the Category Management role in 2025. From this Nicole Williams had then volunteered to take on the Category Management role for the next two rounds and that Andrew Young would work with Nicole as the assistant Category Manager to aid the transition.

Secretary thanked the CERA President and Technical Delegate, the Production car category and the QR team for making something really good out of a bad situation with the cancellation of the Speed Series event for Destiny Round 2.

## V Treasurers Report:

Treasurer informed the meeting that the CERA account was currently sitting at \$24,877.77. There was \$433 spent on hosting the CERA website and email system. The Treasurer recognised Jonathan Beikoff for his work here as he organises all of this at no charge to himself and all CERA has to do is reimburse him for the cost from the host company. There was also \$18,500 that went out to the purchase of the gearbox components. All Delegates were reminded to let members know that these gearbox parts are now available for purchase by all state club members.

On the incoming side there was already \$3,150 that had been received as the purchase for gearbox components. There was \$1,843.15 from SA for the purchase of dry break fuel fittings and CERA seals and \$65 from NSW for CERA seals.

## VI Technical Delegate Report

Technical Delegate advised the group the new gearbox components had arrived and were ready for purchase and that nine sets excluding the prototypes had already been sent out making 14 in total. Many of these are now in gearboxes and had been used in track sessions or events. The question was asked had there been any failures of these? Response from Technical Delegate was there had been no failures but it appears those competitors that have a tendency to break these original forks and knuckles are now breaking roll pins. The Technical Delegate as a recommended solution to use double roll pins to assist but not only to recognise the fact that modern roll pins in a lot of cases are made from lower quality steels in comparison to those manufactured in the past.

## VII General Business

**Round 2 and 3 of the Destiny Series:** The President had already detailed this within the President's report. All Delegates were asked to promote the new event amongst their clubs in an effort to try and get as many competitors to the QR event as possible. This will be a great event with a lower entry fee that also gives a huge amount of track time. The two day event for round 2 will also give competitors an extra travel day or an opportunity to look around Queensland. At this point in time there were 34 competitors entered in the event and that the event details and entry were being looked after by the QR team. It is expected that the Destiny grid will be far larger in number than the Challenge grid.

**Dunlop Update:** Secretary stated from information that had come to him suggested that there was no supply issues with Dunlop across the country. All other Delegates confirmed this and that there were stocks available in all states. Secretary also stated that the Northern Territory were also on their second pallet of which half of this palette had already been sold. There was reminder to all from Wildan 13 / Dunlop that all cars must display the two front bumper Dunlop stickers.

**Supashock:** Secretary told the group that there are still plenty of stock of controlled suspension sitting on the shelf at Supashock. The purchase code system was still working well with a request for a purchase code being received about every two weeks. CERA had also received access to the online Supashock database of all control suspension produced by Supashock. This database has all the seals and serial numbers along with any maintenance history of the dampers that had been returned to Supashock for that purpose. Dampers are now also being sealed with the top lock nuts in place.

### **Regulation Review Feedback**

- **Feedback from SA:**
  - Bonnet Rubbers can be wholly or partially removed. (SA) -Agree
  - Remove the reference to Single Cam Gearbox ratios – One reference left in the current regs (SA) -
  - Original Rear Inner Wheel Arch Guards to be fitted. (SA) – Agree. However, SA will concede that original inner guards may be hard to come by so are happy with an alternative of a set measurement from a datum and the use of a brace. The intent by SA to introduce this was to stop competitors pulling the rear bumper in for aero reduction.
  - No Modifications or Additional Holes to the Rear Bumper. Original light to be fitted or the Hole to be completely sealed. Use the original Factory tow point on the rear (SA).
  - Would like rule 4.3 E changed to allow the inlet depth machining made deeper (same as exhaust depth) to allow heads form last year reinstated. (VIC) - Disagree. This was discussed at length in 2023, SA voted then and does not move from this position 2024.
- **Feedback from QLD:**
  - Bonnet Rubbers can be wholly or partially removed. (SA) - Agree
  - Remove the reference to Single Cam Gearbox ratios – One reference left in the current regs (SA) - Agree
  - Original Rear Inner Wheel Arch Guards to be fitted. (SA) – Disagree. Let's include a measurement from a datum point on the car's frame to the outside of the bumper bar. We don't support fitting the original rear inner wheel arch guard because of availability.
  - No Modifications or Additional Holes to the Rear Bumper. Original light to be fitted or the Hole to be completely sealed. Use the original Factory tow point on the rear (SA). Agree. Competitors cutting an additional hole on the left-hand side of the rear bumper bar are using a loophole in the rules. This needs to be tidied up.
  - Would like rule 4.3 E changed to allow the inlet depth machining made deeper (same as exhaust depth) to allow heads form last year reinstated. (VIC) – Disagree. This was discussed at length at the beginning of 2023, We see no reason to reverse the decision that was made last year.
- **Feedback from Victoria :**
  - Bonnet Rubbers can be wholly or partially removed. (SA) - Agree
  - Remove the reference to Single Cam Gearbox ratios – One reference left in the current regs (SA) - Agree

- Original Rear Inner Wheel Arch Guards to be fitted. (SA) – Disagree. Inner guards are very brittle and hard to get (Get a wire tie mounted set length).
- No Modifications or Additional Holes to the Rear Bumper. Original light to be fitted or the Hole to be completely sealed. Use the original Factory tow point on the rear (SA). Agree..
- Would like rule 4.3 E changed to allow the inlet depth machining made deeper (same as exhaust depth) to allow heads form last year reinstated. (VIC) – Agree.

President asked as an outcome for this, if all other states could get the feedback on the above points and forward it to the Secretary before next meeting.

- **Around the States**

**Western Australia:** has been two months in between race meetings. Announced Enduro for the 20<sup>th</sup> of July. Did a pop up promotion at the Supercars event to promote the club / category, great feedback. Building numbers for next year with new members on coming in 2025

**South Australia:** SA Delegate thanked the CERA Technical Delegate for assistance at the last SA Motor racing series meeting at the Bend in May. CERA Technical was there in a capacity as the Radical Technical Delegate and assisted the SA Delegate in the role of Eligibility due to the normal Eligibility Officer being up at Finke. Top 3 had ECUs swapped in Trophy class and this was well received by all competitors as a positive move.

SA Enduro is the 22<sup>nd</sup> to 23<sup>rd</sup> of November. The Bend jumping on the back of the SA Excel Enduro success has created The 777 Endurance Crown event on 22<sup>nd</sup> to 24<sup>th</sup> of November. This is open to Excels and is on the 7.77 kilometre GT track. Interstate competitors are welcome.

Feedback from SA on National events for next year was a standalone Bathurst and to have the Dunlop Destiny Series continue with two to three events. Not interested in a standalone single event Nationals.

Looking forward to racing back at Mallala in early August.

SA Motor racing series is now considering allowing the use of Race Receivers at the next round at Mallala. There is still reluctance from the tower.

**Tasmania:** Just finished their fourth race event for the year which does not include the two events of Race Tasmania. Tasmania has announced their Enduro as part of the HQ Nationals. Next event will be the second week in September. Tasmania would also like to use Race Receivers but at this point in time the tower will not allow it. NSW pointed out that Race Receivers are compulsory at all of their rounds. CERA Technical Delegate pointed out the benefits of the Race Receivers and the fact it would assist the Tower officials in their roles.

**Victoria:** Just completed race meeting over the weekend at Phillip Island. Very successful event with minimal car damage and a great time had by all. Winton meeting coming up in August.

Victoria asked if there was feedback on their gearbox builder being able to seal their own gearboxes. The responses from the states were as follows: NSW No, SA No, TAS No, QLD No and WA No.

**New South Wales:** Just completed a round where for the first time in NSW there were two grids that were ran over two different weekends. This also ended up being two entirely different weather conditions with the Masters getting dry conditions and the Trophy grid getting wet conditions.

NSW has had a new Eligibility Officer join them from a past in HQs and this has become a great asset for the club. This new Eligibility Officer came across a seal sheet and engine that had been modified and updated but a new seal sheet was not issued with corrections made on the old sheet. It was stated that the correct process would have been to fill in a new sealing sheet.

NSW delegates thanked all that participated and came out for the Enduro that was dedicated to Jeremy Hodges being the Jeremy Hodges Memorial Cup. This a very special event for the NSW club which will become an annual event.

**Queensland:** has had two race events since the last CERA meeting in April with an event at Morgan Park and one at QR. With this there has been an influx of 12 new young competitors in the category this year. The Queensland club has found this a little difficult due to the lack of understanding of rules and regulations by the new competitors. With what was discussed earlier with an introduction video would be a possible solution to help educate the new competitors which also includes their parents. Qld is still running as one grid.

Discussion was held amongst the group about the issue that parents can create over radios with young competitors. A suggestion was even the fact that the parents should not be allowed to talk to their children in year one.

The Queensland Technical team has started a process of scanning ECUs with Scan tool to look at and compare data from different cars. This is a process of building up data and looking at comparisons and this work will continue into the future and will be shared with all. Qld Technical team also swapped a number of ECUs with competitors.

Next meeting set as the 14<sup>th</sup> of August

## **VIII Adjournment**

John Broadbent adjourned the meeting at 21:12 AEST

Minutes submitted by: Andrew Young