



## ***Circuit Excel Racing Association Inc Meeting Minutes***

14th of August 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.

### **I Roll call**

Roll call conducted. The following people were present: Andrew Young (Secretary), Shannon Williams (Treasurer), Shane Beikoff, Brett Sheriff, Dale Carpenter and Gavin Faulkner.

**Apologies:** John Broadbent, Linda Mrnjavac and Ben Davey

Meeting was chaired by Secretary due to the President being absent

**II Approval of minutes from last meeting:** Approved by Shannon Williams, Seconded by Brett Sheriff.

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

- Queensland still looking for assistance from other states with Intro Driver video.
- All Regulation review feedback gathered and sent in spreadsheet, to be covered in General Business
- Feedback on National level events

### **IV President's Report:**

Presented by Secretary. President has had discussions with ARG staff to look at possible events in 2025 and confirmed that CERA had put in an EOI for the Bathurst 6-hour support category event.

President is yet to hear from Gary Connelly in a follow up to the so-called stakeholders meeting and Gary is yet to organise a meeting CERA Executive.

### **V Secretaries Report:**

Secretary has had communications via phone calls and emails with Consumer Affairs Victoria over the 2023 financial statement. Due to running Bathurst events in consecutive years CERA turnover went over the \$250,000.00 mark threshold as set by Consumer

Affairs Victoria. Due to this an independent financial report must be supplied along with the yearly financial statement. Secretary was able to get some initial costings from a contact within South Australia with it being around the \$5000 to \$6000. Secretary reached out to others on the committee to see if they had contacts as it was felt that this was quite a high price for what would be a simple report.

Secretary has reached to a prominent motorsport commentator to assist with some positive commentary to aid in the announcement of the Dunlop Destiny end prize.

Secretary also feedback from the DSA team at the QR Dunlop Destiny event, this will be tabled during general business

## **VI Treasurers Report:**

Treasurer informed the meeting that the CERA account was currently sitting at \$18,865.84. Payments received were just over \$2000 in payment for gearbox parts. The QR Dunlop Destiny round event cost was \$7,611.93. This included the flights, accommodation, food, DSA and trophies. Competitor entry fees for this event did not enter the CERA bank account, went straight to QR as the promoter.

The predicted cost of last event would be around \$10,000.00 due to getting CERA people to One Raceway. Discussion was also about maintaining a float to purchase items into the future such as Gearbox parts, seals and fuel break fittings.

## **VII Technical Delegate Report**

Technical Delegate advised the group from the QR Dunlop Destiny event 3 pages of data was gathered from 5 Eligibility checkers. It was great to have Graham Smedley join us from Tasmania and Jon Mifsud joined for his second CERA event.

49 cars had 6 control tyres marked on one side in a 90-minute window due to the condensed nature of the event. On Friday, 32 cars had seals checks done along with photos taken of seal sheets, this also included various other under bonnet and in cabin checks completed. A couple of cars were asked to correct coolant temperature sensor wiring. Only one car could not produce CERA seal sheet so this was referred to the stewards for their determination. All vehicles were checked for compliance to the fuel cover rule, a few cars that did not comply were rectified before going on track. Half of the cars were checked for compliance to the control suspension with inspection of the top seal or the bottom seal, all seal numbers were recorded so that they could be checked back to the Supashock database. Two dampers were taken from the top 2 running cars and sent off to Supashock for inspection and testing. Testing of these dampers found that they were compliant and plotted with dyno curves as to what are the CERA controlled suspension standards. Numerous cars had the ECU and sensor system scanned and outputs matched the expected outcomes. Three cars had their ECU swapped with category-controlled ECUs fitted for the duration of the track sessions of

the event. Prior to all races all cars in format up were checked for control tyre marking and wear levels.

After qualifying top ten cars + 3 random cars were cycled through the scrutineering Bay of which included the majority of the fastest cars as determined from that Natsoft results. All had ride height, one wheel camber, weight check, external visual inspections and external damper checks conducted. Here 3 cars were found to be under the minimum weight and were referred to the stewards. Diff action checks were also completed on numerous cars.

After race 1 the top three from each class were selected to have ride height, wheel camber, weight check and external visual inspections. Throttle body checks were also conducted on several cars. 4 fuel samples were taken from random cars and the fuel testing procedure was demonstrated to two visiting eligibility officers. All samples tested fine for conductivity and density.

Race 3 and 4 the top three cars we checked again for ride height, wheel camber, weight check and external visual inspections.

It was noted that the eligibility team was kept extremely busy with the tight program and would finish one group and would literally start the next group. Having enough numbers in the eligibility team certainly assisted this process.

## **VIII General Business**

**Brian Sciberras:** The Treasurer as the NSW delegate spoke about the passing of Brian two weeks prior to this meeting. Brian's last race with the Excels was at the start of the year and his passing has been felt by all within the NSW club and the rest of the National Excel community .

Brian started racing Excels in 2016 and motor racing was a great passion and something that he loved dearly. He passed his passion onto his children whom have raced Excels. Brian was a NSW committee member for the last three years and the appointed NSW CERA delegate for 2024. In 2022 won the club spirit award . Brian was that guy that would help out anyone when they needed assistance. In 2023 Brian was the NSW Masters champion.

**Round 2 Dunlop Destiny Series feedback:** Secretary spoke about the need to recognise the work input of Nicole Williams being the Category Manager of the event. Nicole must be thanked for the amount of work that was performed in the lead up to the event keeping all competitors informed and then performing multiple roles during the event. Discussion must also include recognition of the events team particularly with John Broadbent and Shane Beikoff working with the team at QR to come up with a round two event after Motorsport Australia cancelled the first Shannons round. A big thank you to the DSA team in Craig Baird and Jonothon Beikoff. The Eligibility team being led by Shane with



Brian Herriman, Kev Culley, Graham Smedley, Fred Severin and Andrew Young work really well as a team and need to be thanked for their efforts.

Feedback from the drivers was that it was a great event and particularly value for money with plenty of track time. Racing in the Destiny class was very tight and competitive and the Challenge grid enjoyed their racing but would have benefitted from having a few more entries. A suggestion for future events would be to run A B & C groups instead of the Destiny and Challenge series being separated. Excels were offered positions in the Fight in the Night Production car race but only two Excel teams took up this offer, unfortunately there were only 6 production cars that competed at this event.

With the demerit point system 4 penalties were handed out and have been sent out by the Secretary to the competitors. One competitor has accrued enough points making them ineligible for round 3. Feedback from the Motorsport Australia stewards is that they do like the demerit point system developed by CERA and see the value in it.

What was a really good outcome for both grids was how quick QR recovery team was able to get cars off the track or going again, to allow racing to commence with a little time lost two safety cars.

**Round 3 planning for Dunlop Destiny Series:** Nicole Williams as Category Manager is working with the One Raceway staff for the event that will be on 6<sup>th</sup> to the 8<sup>th</sup> of December. One Raceway is nearing completion, and the NSW club are expecting to have an event there prior to Destiny round 3. It was also recognised that CERA will have to fly event staff in from interstate to Canberra. Final cost for the competitor at this stage cannot be given as we are still awaiting feedback from One Raceway. It was also noted there were 50 EOIs for round

**Dunlop Update:** still plenty of stock in all States and supply not being a problem. Secretary informed the group that he had received feedback from Dunlop about the fact that many cars at state and club rounds did not have the front 2 Dunlop bumper bar stickers. The group was informed that these stickers are part of the contract and must be in place on all cars at all events. Please contact the CERA secretary if you need supply of the stickers and they can be sourced via Wildan 13.

There is a suggestion that in the future that the cars that do not run the download stickers will not get the current discount of \$150.00 and will have to pay the full rate of \$220.00. Secretary stated that this is not a preferred option as it generates more work for volunteers and hence let's work with the clubs to ensure that these stickers are displayed as per the contract.

**Supashock:** Secretary told the group that there are still plenty of stock of controlled suspension sitting on the shelf at Supashock. At that point in time 611 sets had been sold of the controlled suspension. From the Destiny series two dampers were removed from two different cars and sent to Supashock for testing.

## Regulation Review Feedback

Feedback document sent out to all state delegates is included in the Appendix to this document

- *Bonnet Rubbers can be wholly or partially removed.* All States agree
- *Remove the reference to Single Cam Gearbox ratios – One reference left in the current regs - All States agree.*
- *Original Rear Inner Wheel Arch Guards to be fitted.* It was stated that the intent of this was to have the bumper bar in the original factory position and this could be achieved by addition of set measurements into the Regulations. Secretary reached out to delegates to look at measurements that they could take and submit them via email back to the Secretary.
- *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.*  
- All States 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. - .* With 3 States having Disagree, 2 states with Agree and one as not unanimous the outcome was that the regulations would currently stay as they.

From here CERA Technical will start to develop wordings for these regulation changes for 2025 and work with Motorsport Australia.

## Additions for Regulation Review

- Valve Guide Position and Length. This was put in by SA but it was discussed that it would have to go through the regulation review a process.
- Do Water based Abrasives such as Water and Soda Blasting need to added to 4.1 (c) (x)? Discussion was had over with a soda blasting is considered to be abrasive or not. In the end it was felt that the current rule covers this query.
- Suggestion for Tyre rule 8 (d) to be updated to what is stated in the 2024 Dunlop Destiny Series Sporting and Technical Regulations being *13.1.2 Prior to any Track session, tread depth must exceed 1.5 mm except for the shoulders of the tyre; as defined in the 3rd Category – Touring Cars Group 3E – Circuit Excel - Technical Regulations.* Outcome here was that this should go back to state committees for discussion and then feedback brought back to CERA.

- **Around the States**

**New South Wales:** Coming off a bit of a break with the Championship to be finalised within the next month. NSW has the final two race meetings quite close together.

**Victoria:** Just completed Club race meeting last weekend. Have Victorian State Round in two weeks' time. 40 competitors at Club round and 30 so far entered for State .

**Western Australia:** Had the Enduro two weeks ago. Unfortunately, there were issues with the WA sporting Car Club over confusion with the implementation of a safety car. The outcome of this affected the end results. Despite two competitors putting up a protest the results were not overturned by Motorsport Australia despite the fact that they recognised there were mistakes made.

Next round coming up will be next weekend at the Collie Motorplex.

**Queensland:** Just completed round four on the weekend. QLD continues to average 30 to 35 cars per round so maintaining good numbers. Currently have had 19 Masters and 29 Trophy competitors over the rounds thus far so are talking to Promoters about getting 2 grids.

There is discussion in Queensland about bringing in the demerit point system for 2025 to assist in driving standards as it is felt there are some repeat offenders.

It was mentioned the work of the Technical Group in Queensland do a great job at maintaining the Eligibility of all the cars.

**South Australia:** Recently had a race meeting at Malala being a twilight one day race meeting, this will be the only time Excels will get to race at Malala in 2024. This event was run under a heat race format with combined grid of Trophy and Masters together.

Next event will be in mid-September back at the Bend on the International circuit and this will wrap up the Championship with the last event being the Enduro in November. The SA enduro will now include the Bend 777 Enduro and Touring Car Masters will also be at this event. Disappointing thing here is that the Excels will likely miss out on the pit lane garages as these will go to the other categories such as TCM and 777.

**Tasmania:** Did reach out and thanked CERA for the initiative of allowing their Eligibility Officer in Graham Smedley to attend the Dunlop Destiny Round 2. This initiative has been extended to other states.

## **Feedback on National Level Events**

Queensland: Would like Bathurst to be a standalone Invitational event. Would like to see a minimum of two Dunlop Destiny events which would also incorporate Masters.

Western Australia: Bathurst to be a standalone Invitational event. One event Nationals with Groups .e.g. A, B and C

Victoria: Bathurst to be a standalone event. Single event Nationals.

New South Wales: Standalone Bathurst Event. One off Nationals event that could incorporate Dunlop Destiny.

South Australia: Standalone Bathurst Event. 2 to 3 round maximum for Dunlop destiny series. No appetite at this point in time for a standalone Nationals event.

Discussion moved with Nationals having a Trophy and Masters champion / divisions. The issue discussed here was that Masters age level is different in all states. Also, in some states when the age limit is reached competitors of that age must race in Masters. In other states it is a personal choice of the competitor to race in Masters or Trophy series.


## **IX Adjournment**

Andrew Young adjourned the meeting at 21:35 AEDT

Minutes submitted by: Andrew Young

Appendix

Regulation Review feedback from the States

	<b>Bonnett Rubbers can be wholly or partially removed.(SA)</b>	<b>Remove the reference to Single Cam Gearbox ratios - One reference left in the current regs (SA)</b>	<b>Original Rear Inner Wheel Arch Guards to be fitted. (SA)</b>	<b>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)</b>	<b>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)</b>
SA	Agree	Agree	Agree	Agree	Disagree. This was discussed at length in 2023, SA voted then and does not move from this position 2024.
QLD	Agree	Agree	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.	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.	Disagree This was discussed at length at the beginning of 2023, We see no reason to reverse the decision that was made last year.
NSW	Agree	Agree	Agree	Agree	Disagree
VIC	Agree	Agree	Disagree Inner guards are very brittle and hard to get.. (a wire tie mounted as in attached pic at a set length works well) 	Agree	Agree With Cera conducting testing this has been proven to not make any difference and will bring heaps of Heads in Vic back into use. We have many people with cars they can not race or sell because of this rule change.
WA	Agree	Agree	Disagree	Agree	???
TAS	Agree	Agree	Agree	Agree	Not unanimous.