



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

18th of Decmeber of 2024 7:00pm 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, Tristan Wolds, Nicole Williams.

### **I Roll call**

Roll call conducted. The following people were present: John Broadbent (President) Andrew Young (Secretary), Shannon Williams (Treasurer), Shane Beikoff, Dale Carpenter, Gavin Faulkner, Tristan Wolds, Nicole Williams and Linda Mrnjavac.

**Apologies:** Ben Davey and Cameron Charnley

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

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

2025 Regulations have been submitted to MA and passed onto the AMRC for approval.

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

The last Dunlop Destiny Event was completed at One Raceway with a very successful outcome. President thanked Nicole Williams for organising and running the event as the Category Manager, Shannon Williams, Shane Beikoff and Tristan Wolds. He also recognised the DSA Team in Craig Baird and Jonothon Beikoff.

Currently CERA is talking to several promoters for the 2025 Dunlop Destiny Series.

There are processes in place to finalise the 2024 Dunlop Destiny Program, more details in General Business.

### **V Secretaries Report:**

There has been ongoing communications back and forth with ARG over the Bathurst 6 Hour support event. Virtually all the competitor deposits for Bathurst along with the majority of the entry forms have also been submitted for this event.

Secretary received emails for Gallagher management liability insurance for the committee. The appropriate paperwork has been filled out, submitted and the policy has been paid for 2025..

There was an email from Supashock advising us that they had introduced a new spring cover boot that could be used for the control suspension. We replied back to them that they would need to submit this through the normal regulations review process in 2025.

An email was sent to Lisa Crampton from Motorsport Australia in regard to their future requirements survey. Circuit Excel was left off of this survey where many other categories were included that have far less competitive numbers. The President has had ongoing communications with Lisa over this and general conversations about the category.

## **VI Treasurers Report:**

Treasurer informed the meeting that the CERA account was currently sitting at \$35,603.87. The expenses from the round 3 Dunlop Destiny event at One Raceway were \$8,510.68 for media, DSA Team, accommodation and flights.

A payment was made of \$770.00 to an independent auditor to review the CERA 2023 financial statement. This audit was required due to going over the \$250,000 limit as set by Consumer Affairs Victoria.

\$22,000.00 has been paid to ARG as a requirement being the deposit for the Bathurst 2025 6-hour support event, with \$55,000.00 remaining payment due in February of 2025. \$40,100.00 has been received from Bathurst competitors thus far, most have paid the deposit and a couple have paid the full amount. \$5,000.00 has been paid by the sponsor in 24/7 Roadservices Australia, great to have 24/7 Roadservices Australia as the main sponsor for the event.

The majority of funds in the bank account are therefore attributed to the Bathurst event and there are still a couple of minor expenses to come in for example the trophies for the round 3 Dunlop Destiny event.

## **VII Technical Delegate Report**

There has been back and forth emails with Motorsport Australia finalising the wording in the 2025 regulations.

Technical Report submitted for CERA Tech Report Round3 2024 Dunlop Destiny Series.

See Appendix for CERA Tech Report Round3 2024 Dunlop Destiny Series.

## **VIII General Business**

**Welcome to new Delegates:** President welcomed the new Delegates on to the CERA Committee in Tristan Wolds NSW and Lisa Totani from SA .

**Round 3 Dunlop Destiny Series feedback:** President advised the group that Nicole Williams as the Category Manager for round three at One Raceway faced immense challenges leading into the event due to the issues of getting One Raceway back to a functional race circuit. Nicole was battling to get information from the staff of One Raceway and was still chasing up and waiting for details in the days prior to the event. On behalf of the CERA committee the President sincerely thanked Nicole for her efforts and output in the role and for the hassles that she had to cope with leading up to the event

Nicole as the Category Manager explained that difficulty in actually securing a date for round three of the Destiny series and was able in the end to finally secure the date that the event was conducted on. The actual venue is still in what could be described as underdone in not having the scales operational and issues with water drainage with rain. The venue will improve with time as the operators complete the tasks that are required to return it to a functional venue.

The round 3 started with a practise session on the Friday which was separate to the actual event that was conducted on Saturday and Sunday (7<sup>th</sup> and 8<sup>th</sup> of December). With practise 20 of the 21 drivers participated in the five 15-minute sessions. Saturday of the event had practice, qualifying and Top 10 Shootout with Sunday having three 30 minutes races. In race one and race 2 there were unfortunately an incident in both races that caused damage to the cars that then saw them having to withdraw from the event.

The Eligibility Team was led by Shane Beikoff working with Brian Herriman, Tristan Wolds and Shannon Williams. DSA Team was Craig Baird and Jonathan Beikoff. The feedback received to the Category Manager was extremely positive with all drivers enjoying the event and so far there has been no complaints fed back. Once again the President thanked Nicole as the Category Manager and the Events Team in rolling out a successful event.

**Bathurst 2025:** CERA will run a grid of 55 cars in 2025. They were 11 acceptances sent to WA competitors but unfortunately only four have accepted. There are 3 competitors from Tasmania, 14 from Vic, 16 from Qld, 10 from SA and 5 from NSW at this point in time. Overall, there were 90 EOIs submitted. All deposits have been paid with final competitor payment due at the end of January with final payment from CERA to ARG in early February. We must be aware that we may not get the opportunity to do this next year or in every year as there is a very strong demand from many other categories that want to be able to compete as a support category at this event. We have been extremely lucky to be included continuously but this also comes due to the hard work of the events team and the working relationship that has been established with key CERA identities with the ARG team. Bathurst in 2025 will be a standalone Invitational event that will not be part of the Dunlop Destiny series.

We have been extremely lucky to secure a major sponsor in 24/7 Road Services Australia. CERA conducted the sponsorship launch last week successfully with CERA socials and the use of the web page. Many thanks to Emma Parrish for coming on board and organising this excellent opportunity for the category.

**CERA Independent Financial Audit:** Secretary thanked Linda Mrnjavac (Vic Delegate) for setting up CERA with an independent financial auditor in a gentleman by the name of Abe Lester. Abe was able to check all of the CERA financial details for 2023 by checking the CERA financial statement / spreadsheet to the CERA bank account statements. Abe was able to confirm that all financial transactions conducted by CERA were all documented and compliant for the purposes of the audit. The independent financial audit was required due to going over the \$250,000.00 turn over limit for 2023. It has been previously stated this was due to conducting successive Bathurst events (2023 and 2024). They will not be the same problem for the 2024 financial statement for CERA as Victoria consumer affairs have updated the turnover limit to \$500,000.00. The 2023 financial statement / spreadsheet had now been submitted to Victoria Consumer Affairs along with the independent audit report from Abe Lester

**National Events 2025:** Both the Secretary and the President are currently negotiating with two different promoters / Circuits for the Dunlop Destiny series events into 2025. When an agreement with the promoters has been reached information will be passed on to delegates. The President reminded the group of the difficulty that the events team faced in securing events this year in 2024 particularly after being removed from the Shannons events that were initially set up by Motorsport Australia. There is a possibility that there will be a Nationals event of which a Dunlop Destiny Series may be included into that event.

**National Calendar:** Secretary asked all delegates and has emailed secretaries to send in state race event dates so that the CERA national calendar can be produced. Secretary thanked those states that had already sent in their race event dates and is looking forward to receiving the rest to compile the calendar.

**CERA AGM:** President stated that CERA is now looking at nominations for the Executive positions of President, Secretary and Treasurer for the 2025 AGM. The Secretary will send out the 2025 nomination forms within the next few days. AGM will be the 29<sup>th</sup> of January 2025.

### **Around the States**

**New South Wales:** the season has now wrapped up. Still finalising the 2025 event calendar dates with 6 Sprint rounds and two enduros. First event is planned for the 8th of February.

**South Australia:** SA is starting the racing season in January with two events of a summer season that is being promoted under Track Sports at Mallala which is part of the Shell V-Power Motorsport Park events team. This will be run under a AASA permit with some differences such as rolling starts and random draws for starting positions instead of qualifying. The regular season will have 6 events with competitors being able to drop their worst round. SA is looking at moving away from the Bend Enduro weekend and looking at establishing their own event again so that the Excel Enduro can have the main status of the number one draw card and will invite other support categories for the event. It was felt that the Bend 777 Enduro grew off the success of the Excel Enduro and the 777 Enduro became the main focus.

QLD delegate complemented the SA club on a successful end of year presentation that was conducted after the Excel Enduro which he attended. It was stated that it is great to see over 150 people at a presentation dinner which speaks to the success of the category.

**Queensland:** QLD Dropped in competitors' numbers from 55 (2023) to 45 in 2024. Masters still make up 35% off the grid and did not drop numbers in 2024. Matt Boylett won the Championship with many wins and did not miss a podium. Craig Baills took out the Masters championship without winning a single race, demonstrating great consistency in his first year of racing.

2025 calendar is pretty much set and will also include a State of Origin round with NSW at Sydney Motorsport Park in July. This is planned to be a reciprocal event with QLD alternating between the states in different years.

**Victoria :** the Victorian State race series event dates have been announced. The club is still confirming the club rounds for 2025. The 2024 enduro had low competitor numbers due to being late in the year and the hot weather of the weekend.

**Communications from Motorsport Australia:** The President informed the group that he had received communications from Motorsport Australia. This stemmed from a request to Motorsport Australia from the Hyundai Excel Racing Association of Victoria to change the existing CERA rules and regulations as stated in the MA Manual. Presidents stated that all clubs are aware there is a process to look at rule/regulation review and that through this process CERA is solely responsible for the updating, maintaining and changing of the rule set for the category. It appears that HERA does not want to comply by the rules put in place by the association (CERA). President asked the two Victorian Delegates to reply in writing by the 1<sup>st</sup> of January 2025 to state the HERA position on where the Victorian club stands with adherence and compliance to the rules and regulations of the category as set down by Motorsport Australia and CERA.

Victorian President stated that members will be able to compete in the Victorian State series under MA regulations, members want to look at changing the rule set for club events.

The proposed changes from Victoria are allowing an open suspension package of choice, the use of an alternative tyre and to change the engine / head regulations.

Discussions continued on with covering topics of cost incursions with the current rule set versus the Victorian proposal, tyre buffing, Eligibility of Victorian cars at interstate events for Local Eligibility Officers if proposed Vic club changes come in, Vic club rounds under MA Permit at Sandown and Phillip Island feedback was they would run under (Production cars), Conversations with lead engine builders across the country warning against making changes to the heads as proposed by the Victorian club, 103% rule being brought in to support Victoria due to issues with sealing of engines, costs incurred to Victorian club members having to purchase different tyre brands to compete at MA permitted events (e.g. Bathurst) and Vic club events, Victoria members not supporting the Dunlop Destiny Series / Program, possible



clashes with Dunlop Destiny rounds and Vic rounds, Tyre allocation at race meetings, tyre marking at race meeting along with the efforts required, policing of rules under MA system vs Vic club systems, attendance at Vic State rounds vs club rounds, expense of racing Vic State Series vs club rounds under AASA and use of Legacy suspension at Vic club rounds.

President stated that he has had communications with the five other Excel state clubs and they are all in rock solid support of the current Motorsport Australia rules and regulations and the use of controlled tyres and suspension.

President reminded the Victorian Delegates that they do need to reply to CERA by the 1<sup>st</sup> of January 2025 in writing in whether they support CERA or not.

President wished everyone a Merry Christmas and Happy New Year.

## **IX Adjournment**

John Broadbent adjourned the meeting at 19:58 AEST

Minutes submitted by: Andrew Young

## **Appendix**

### **CERA Tech Report Round3 2024 Dunlop Destiny Series**

Three pages of data gathered, 3 x eligibility checkers plus one tyre marker assisted for the event.

Saturday, 21 vehicles had 6 control tyres marked on one side, with two or three numbers , all tyres had to be marked within a 90 min window.

Saturday, all 21 vehicles had engine numbers, seal numbers for head, timing cover , and g/box recorded; plus photos of seal sheets recorded. Various other underbonnet , cabin, and undercar checks were performed whilst checking seal numbers.

It was good to see almost all vehicles with component seals and matching valid seal sheets. Further audits will be undertaken of the data gathered.

One vehicle could not produce a CERA seal sheet that matched the seal numbers fitted to the vehicle; this was referred to the Stewards for determination; this same vehicle was unable to produce the original Log Book and received a temporary Log Book from Motorsport Australia. CERA recommended, under the circumstances, the competitor be allowed 7 days to produce seal sheets. CERA plus an authorized sealer reproduced copies which were validated for the competitor to use in future.

All vehicles were checked for compliance with the fuel cover rule.

Control Dampers were checked on 14 vehicles, for compliance with the top seal if drilled, or the lower seal if not drilled; Many damper serial numbers were recorded to be audited later. Further damper audits will be undertaken.

One damper was taken from a front running car at the end of the race meeting, and sent to Supashock for eligibility checks. The results will be known in January. UPDATE- all checked out fine for eligibility.

Numerous cars had the ECU and sensor wiring inspected.

Two cars had their engine ECUs exchanged for Category control ECUs , and the Category units were fitted to the vehicles for the final race.

All tyres were checked for tyre markings before each track session.

## P1

After P1, most cars were cycled through the scales , these included most of the fastest from that session that could be quickly identified from Natsoft results.

All cars had ride heights, and weights measured, some external visual inspections, plus some had external damper inspections.

## Qual & Top10 Shootouts

After Qualifying, 10 cars were cycled through the scale areas; the top 10 cars were selected; weights, ride heights, plus visual checks. Wiring checks were carried out on selected cars.

## R1

The top 9 cars were cycled through the scales area; Weights , ride heights, and visual checks were performed on all 9 cars.

Cars at random had their throttle bodies and inlet manifolds checked;

## R2

Before the race, three cars were advised to fit tyres which had more than the minimum tyre tread depth, which they did..

The top 11 cars were cycled through the scales area; weights and ride heights were checked; various under-car checks were performed on 4 cars.

## R3

Before the race, two cars were advised to fit tyres which had more than the minimum tyre tread depth.

One car arrived at the dummy grid with two tyres which didn't conform to the tyre tread depth rule. An Infringement Notice was issued to this driver at the conclusion of R3, the Stewards, after a post race hearing, excluded that car from the results.

The first 4 cars off the track were directed to the scales area; car weights were taken. One car was asked to remove a control damper assembly for checking by the control supplier. Two ECUs were swapped out on two top running cars.

For Post-Race checks in the scrutineering bay,

The top 9 cars were checked multiple times and after most track sessions.