



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

11th of June 2025, 7:30pm ACDT, 8pm AEDT, and 6pm AWST Meeting held via Zoom conference call

I. Call to order

Invitees: John Broadbent (President), Andrew Young (Secretary), Shannon Williams Treasurer, Shane Beikoff (Technical), Tristan Wold, Gavin Faulkner, Darren Seaton, Cameron Charnley, Linda Mrnjavac, Lisa Totani, Ben Davey

Guset from Motorsport Australia: Bruce Astbury

II. Roll call

Roll call conducted. The following persons were present: Andrew Young (Secretary), Shannon Williams Treasurer, Shane Beikoff (Technical), Tristan Wold, Gavin Faulkner, Ben Davey, Linda Mrnjavac, Lisa Totani, and Bruce Astbury.

Apologies: Ben Davey and Lisa Totani

III. Approval of minutes from 26th March 2025.

Approved by Tristan Wold, Seconded by Linda Mrnjavac

IV. Business arising from Previous Minutes

Some of the topics will be addressed in general business e.g. Nationals. It was also noted that all the states are now making an effort to ensure that sponsors decals / stickers as supplied are being put on cars.

President and Technical Delegate met in early June with Bill McKenna from Dunlop / Wildan13. Bill is happy with the category and showed the livery of the car that will be used for the Dunlop Destiny programme winner in the Toyota 86 round in August at the Bend Motorsport Park. The team that are running the car have asked for the livery to remain for the rest of the season due to the impressive presentation of it. During the meeting it was informed that Dunlop is no longer a part of Goodyear / Dunlop and has now gone back to the parent company in Dunlop Japan. This will in no way affect supply and manufacture of the current control tyre. Dunlop have introduced a new Dureza IV but this will not be used in the category and that the Dureza III will be produced until the end of a contract.

V. President Report:



The President has been working with the Victorian Delegate over the last few months to resolve some of the issues within the Victorian club. There has also been assistance here with Bruce Astbury from Motorsport Australia. There have been real inroads made into getting the Victorian club back into the fold of CERA and alignment with the rest of the state clubs. To help provide stability for racing, Victoria has decided to come back under the Motorsport Australia Regulations rule sets and will be using the Dunlop control tyre and the Supashock controlled suspension along with the CERA Engine sealing processes. It has been great to see the leadership shown by the Victorian Delegate and the changes being driven by the members in supporting the pathway and direction. It was great to see the last State round in Victoria was well supported with 34 entries. For the up-and-coming club round there is already 25 entries when compared to at the start of the year the club round was not possible due to lack of numbers. Credit must go to the Victorian Delegate and support from Motorsport Australia with Bruce Astbury.

The President informed the group that there was no submissions put in for any rule changes or alterations so the current regulations will stay the same for 2026 and there will be no submission put into Motorsport Australia for updates or changes.

The President expressed difficulties in communicating with people from PIARC so he will reach out to the Victorian Delegate and Motorsport Australia to track down some key personnel to communicate with to aid the rollout of the Nationals at Phillip Island.

VI. Secretary's Report:

Secretary reported that there was positive feedback from the competitors about Bathurst.

Thank you letters have gone out to the people, that assisted CERA in the rollout of the 24/7 Circuit Excel Bathurst Challenge. This included a reply back from ARG with a thank you for saying thank you and for participating in the event and adding to the positive nature of the event.

The Secretary met with Nadine Armstrong and Bruce Astbury from Motorsport Australia for an interview meeting to produce a promotional article about the Excels at Bathurst. Part of this interview was about they competitor but won the event in Joel Johnson. Mark, Joel's Father was also interviewed as part of this process, and the article will be released soon by Motorsport Australia in their Speed Read platform and social media channels.

We have received emails from Victoria Consumer Affairs about how we will interface with them within the future over the incorporated association.

There has also been emails with Supashock with the supply of their decals.

VII. Treasurer Report:

At the last meeting in March the CERA bank account was at \$56,077.87. Since then there have been Bathurst payments to the total of \$12,8034.79 (this includes payments for Tech Team, Trophies, Rental cars, accommodation, food, DSAs, Photography, table and chairs rental for CERA HQ).

With the 2025 Nationals, flights and accommodation have been paid for totalling \$5,309.47. There will be more costs to come for this event.

Incoming payments

- \$3,395.00 for Gearbox parts
- 33 payments for Nationals Entries totalling \$24,750.00

Current balance is \$70,189.70. There Will be a payment of \$30,000 along with other associated costs for the 2025 Nationals.

VIII. Technical Delegate Report:

Bathurst Technical Report

Practice 1: 13 cars were put through scrutineering area.

Practice 2: Another 14 cars were put through scrutineering area.

Qualifying: 10 cars were put through scrutineering area.

Race 1: 10 cars were put through scrutineering area. c

Race 2: 10 different cars were put through scrutineering area.

Race 3: 13 cars were put through scrutineering area.

When the cars are put through scrutineering area the below is checked:

- Ride heights
- Weights
- Other checks were performed e.g. Throttle bodies and manifold inspections.

During the races two cars had ECUs swapped and then were swapped back.

After completion of race 3, three cars were selected and had manifold's removed along with rocker covers to perform camshaft and manifold inspections, and verifying camshaft seals.

A spreadsheet has been made with all of the cars in attendance with seal numbers and engine numbers recorded. The Technical Delegate was happy to say that all cars had the appropriate seals along with the seal sheets. Congratulations from the TD to the competitors.

IX. General Business:

Feedback from MA on Survey: Process brief from Motorsport Australia detailed the CERA Circuit Excel Owners Survey that was put out to all Excel owners that had a current logbook car with Motorsport Australia. Bruce detailed and spoke to the report that can be found in the Appendix of the minutes. There were some queries about the data and the wording used within the survey to get information. It was felt at the time that there was quite a large negative movement in one particular state that swayed some of the results.

It was also stated that the survey pointed towards the Dunlop Destiny as either a series or a one-off event. It was explained to Motorsport Australia that this is now a state-based selection criteria where they will pick a suitable candidate to a proforma sent out to all states for the Dunlop Destiny Evaluation Day. This will have one of the main criteria for the participant being the participation in State level racing within their state. There also may be wild cards for those that are standout competitors at the Bathurst and Nationals events.

Bruce did comment that competitors had asked for a singular Nationals event and not a series and CERA had already started to deliver this in the 2025.

Another outcome of the survey was driving standards. It emphasised what CERA have been putting up over the past year being a points based to merit system to assist in driving standards. The President has had conversations with modest border Australia to look at how this could be rolled out as a national initiative. NSW have already rolled out a demerit point system that is very similar to the one used in Toyota 86s. This would require the cooperation of Motorsport Australia stewards in writing a report and using a sliding scale to attribute points to driving infringements. President would like to see this set up as a National system that could be rolled out in 2026.

Bathurst 2025: The first two practise sessions became quite interrupted with several breakdowns but this improved into qualifying where more green flag running was achieved.

Secretary as the Category Manager also notice there had been an increasing information inflow from ARG with being three weeks out from the event as to be expected. The feedback that we received from ARG and officials was that out of all the support categories we achieve the most green flag running and did not affect any of the categories with issues such as dumping oil on the track or taking huge amount of time to remove cars from the circuit. On further feedback we received we were praised for our organisation, professionalism and the ability that we have to successfully form up cars particularly when having one of the largest fields. On the form up we received great feedback from the Pit Manager and the form up personnel so we need to recognise Kiara and Linda Mrnjavac along with Nicole Williams.

The secretary as the Category Manager acknowledged and thanked Shannon Williams, Nicole Williams, Shane Beikoff, John Broadbent, Linda Mrnjavac and Jonathan Beikoff for their work leading up to the event and being a part of the events team. Category Manager recognised the eligibility team being led by Shane Beikoff being Brian Herriman and Tristan Wold. A big thank you to Craig Baird and Jonathan Beikoff being the DSA team.

Category Manager also thanked Shannon and Nicole Williams for coming along and assisting with the documentation and CERA HQ processes along with the work done by Nicole in the promotion and social media area.

The CM also spoke to the fact that the top ten and top 20 was not dominated by one state. What this demonstrates is that the CERA regulation or rule set, engine sealing processes and the use of control components is creating an even and fair playing field for all and a great on track spectacle.

All the competitors were thanked for coming along and participating in the event and the CM expressed gratitude on behalf of CERA to the main sponsor in 24/7 Roadservices Australia. 24/7 Roadservices Australia also paid for the pit boards on all the marquees which really made the area look very professional and added to the positive vibe of the event.

Feedback received was that despite the initial scepticism the WhatsApp group was really a great tool for the CERA events team to get information out to competitors and to keep them informed.

Dunlop Excel Nationals 2025: Entries / registrations have opened up for the Dunlop Excel Nationals 2025 with 37 competitors registered thus far. The numbers are 3 Grandmasters, 7 Masters and 27 Outright/ Trophies.

President asked the Secretary to send information back out to the clubs and to get all Delegates to get their clubs to promote it to their members and on their social media platforms. At this stage 37 is considered quite low for registration seeing that there was close to 70 expressions of interest.

It was stated that members asked for a standalone event and CERA has delivered but at this point in time is not being supported by the state club members.

The Secretary reached out and thanked Lisa Totani for setting up an online registration system. Once the competitor completes the registration it gets added to a spreadsheet, which for the CM saves a huge amount of work instead of pulling data off PDF based entry forms.

Future proofing parts: CERA is already looking into this with replacement parts such as gearbox forks and knuckles. There may be a need in the future to produce the steering rack bushes as these are no longer available from Hyundai. Technical Delegate has already had conversations with the aftermarket Bush manufacturers to look at the possibility of producing a Bush for the Excel cars

CERA YouTube Channel: Secretary stated at this point in time there was mainly videos from SA and WA on the CERA YouTube channel. The request was made for other states to please supply their videos so these could also go up on the channel.

Regulations Review: Secretary informed the group that no submissions from any States had been submitted for the regulation review. NSW, QLD, TAS and SA all express that they are happy with the current regulations and there is no requirement to update or change them.



Other Business: There was discussion how CERA could work with Motorsport Australia to look at the promotion of not only grassroots racing but all racing overall. Motorsport Australia are looking at activations of which some were at the Grand Prix to get information across to the general public.

Around the States:

New South Wales: Just completed an Enduro that was very successful and enjoyed by all with Round 3 coming up on the weekend. Unfortunately, a few cars were damaged and had mechanical issues during the Enduro which does affect numbers at events. NSW has had five new members join them this year. NSW President spoke about how they had introduced a demerit point system that was based off of the Toyota 86 series and modified to suit their outcomes. With consultation with the committee, they have evolved the process and changed points awarding's and look at giving points back after 3 rounds.

Victoria: Looking forward to their first club round with good numbers coming up on the weekend.

Queensland: QLD Delegate added that they would like to see the National Demerit Point system be implemented for roll out in 2026. Queensland is having good green flag racing and continuing to build a good club culture with 40 to 50 people attending end of event presentations. Club members really looking forward to joining NSW for State of Origin event 20th of July. Delegate spoke about how some traditional members had not come back for the season but numbers are up around the same due to the fact that new members have come on board.

Western Australia : Have a round coming up Within the next month. It is unlikely that many will be able to attend Nationals as it does clash with the last round in WA. Western Australian Delegate asked if dates for the 2026 Nationals could be announced as soon as possible as the Sporting Car club likes to set a calendar fairly early. WA Excel Cup club was able to have an exhibit at the Supercar round with the display of a couple of cars. Last year picked up four members from this and is looking likely to pick up two or three from this year. The club used this to promote the club and sponsors. Delegate asked is there a possibility a contact for being involved with Supercar rounds, President explained the difficulty that the category has had in the past years in trying to be involved with Supercars events.

South Australia: Had an event at the Bend 3 weeks ago with 45 cars entered with another event within the next week also at the Bend with 39 entered. Mentioned similar to Queensland that some of the older members have not returned for events but they have been replaced by new members and competitors.

President thanked Bruce Astbury from Motorsport Australia for attending the meeting and debriefing the group on the survey.



X. Adjournment

John Broadbent adjourned the meeting at 9:37pm AEST.

Minutes submitted by: Andrew Young



XI. Appendix

CERA Circuit Excel Owners Survey



Motorsport Australia

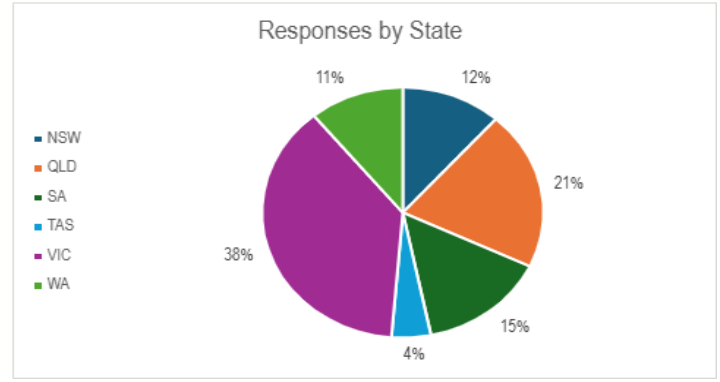
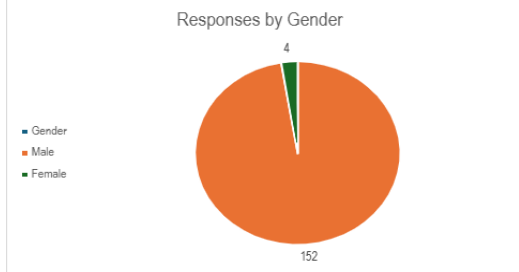
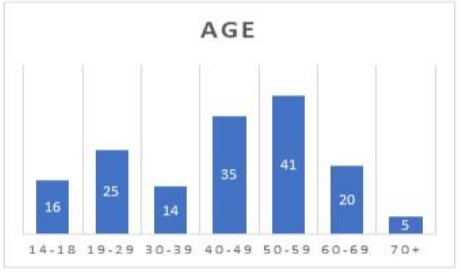
CERA Circuit Excel Owners Survey

Bruce Astbury June 2025

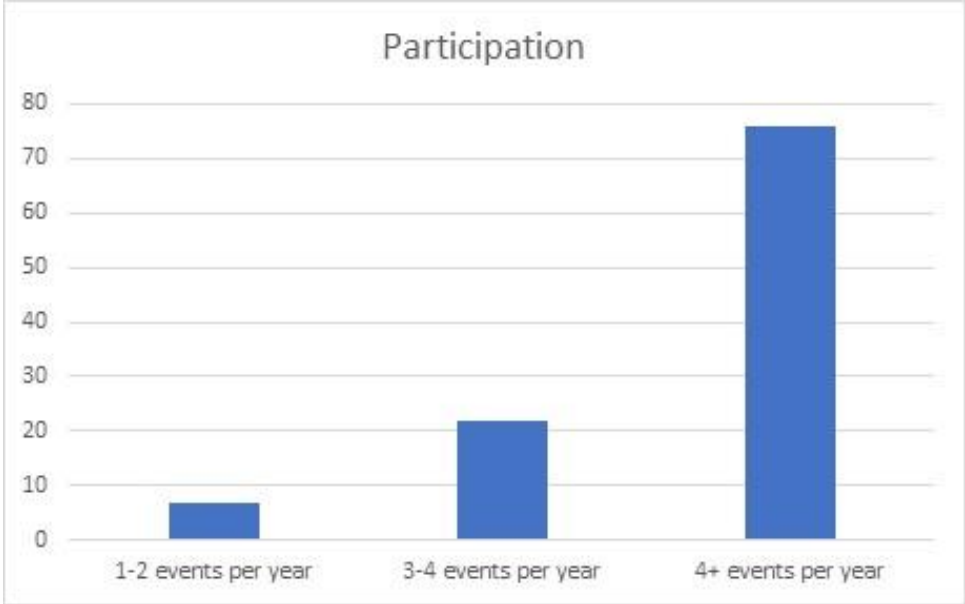
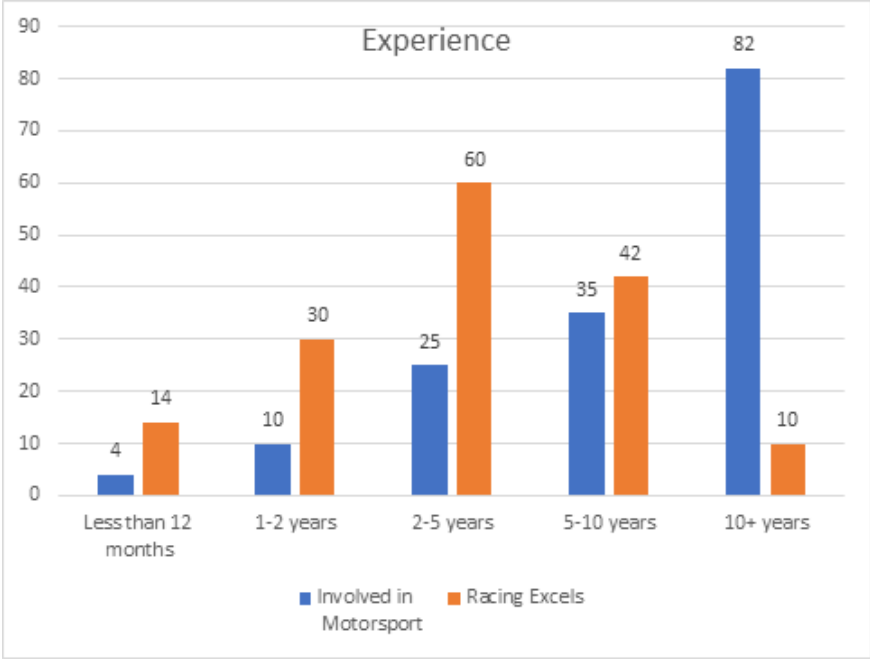


Motorsport Involvement

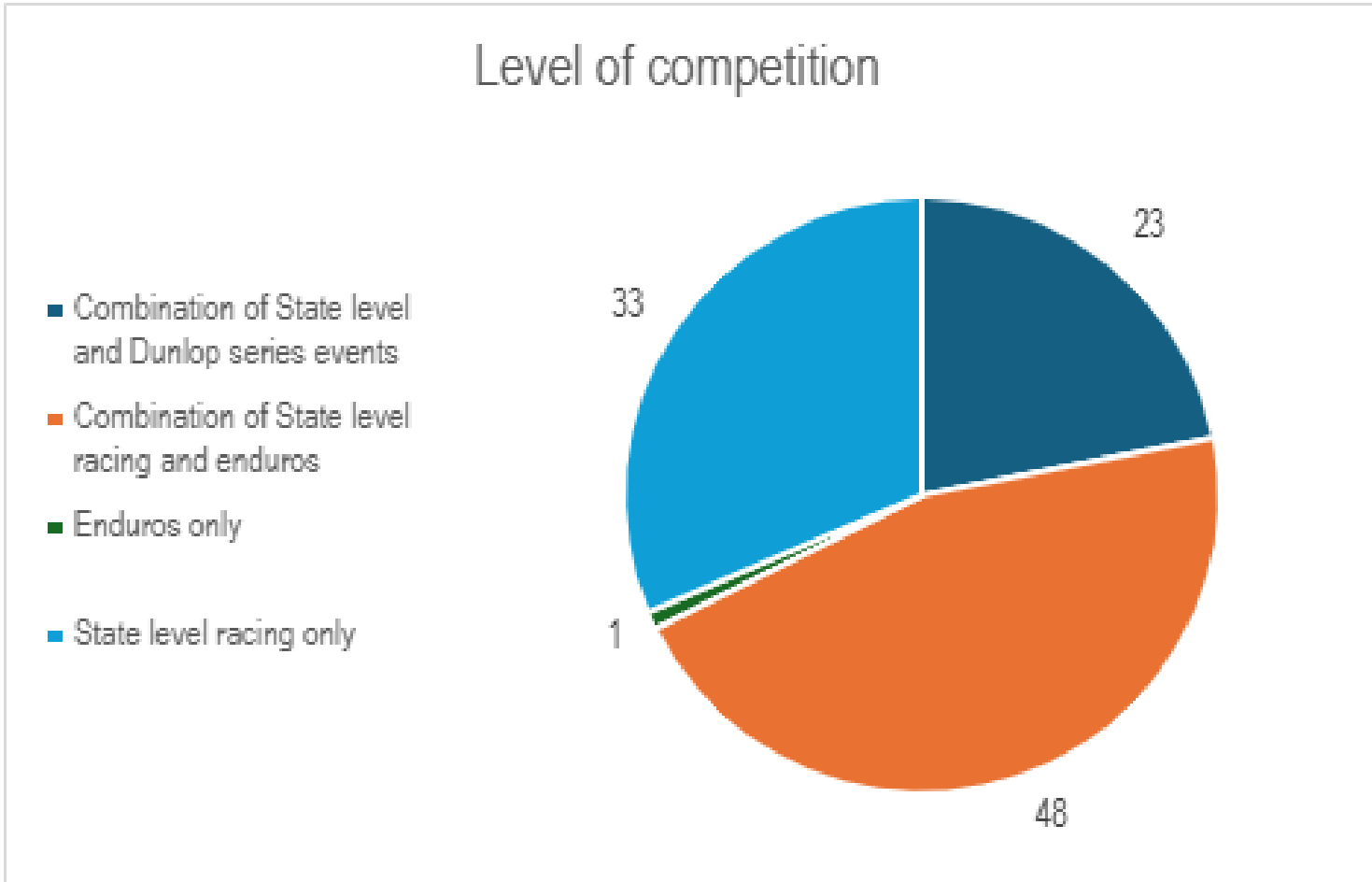
Demographics: 600 owners / 156 responses



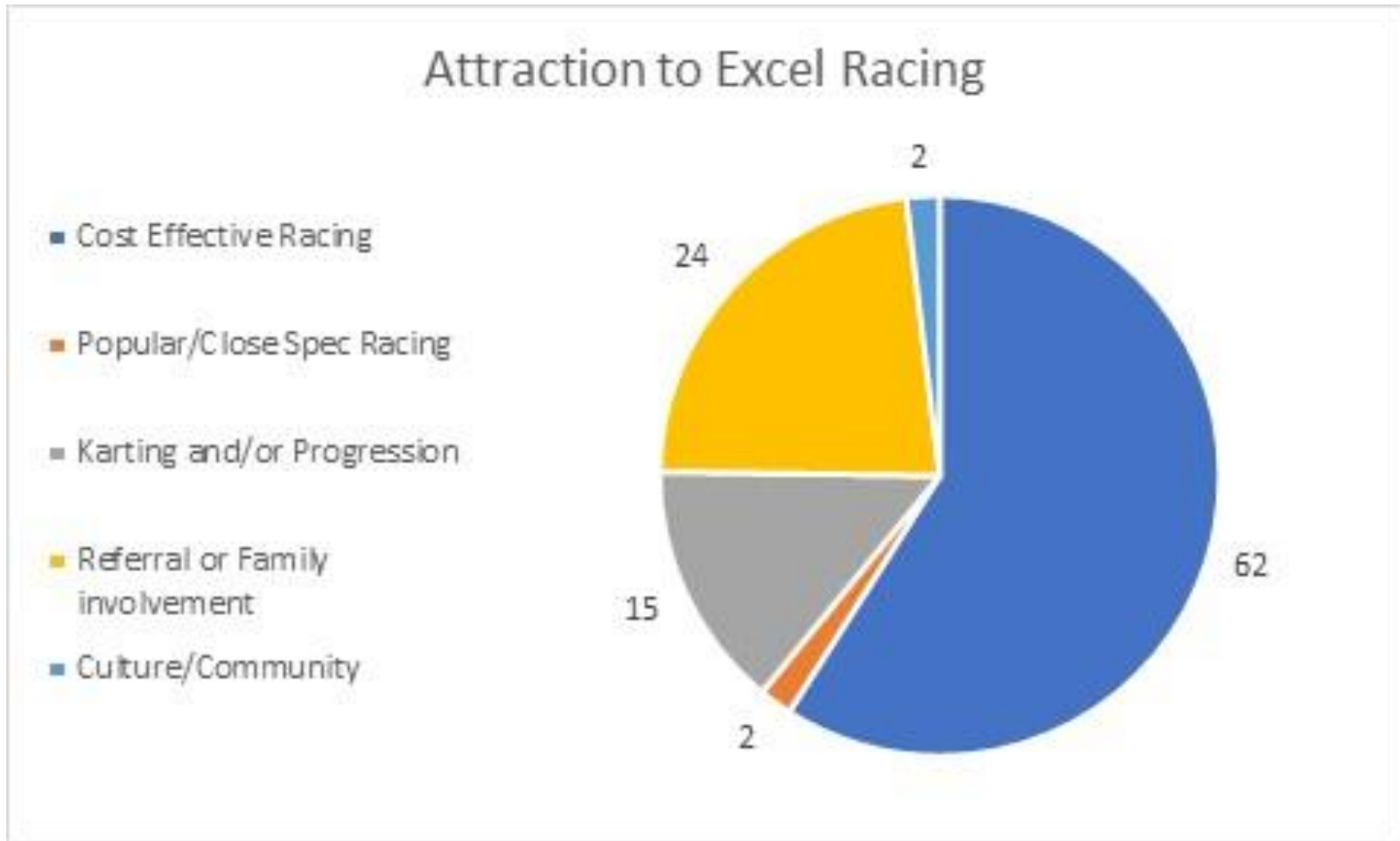
Motorsport Involvement



Motorsport Involvement

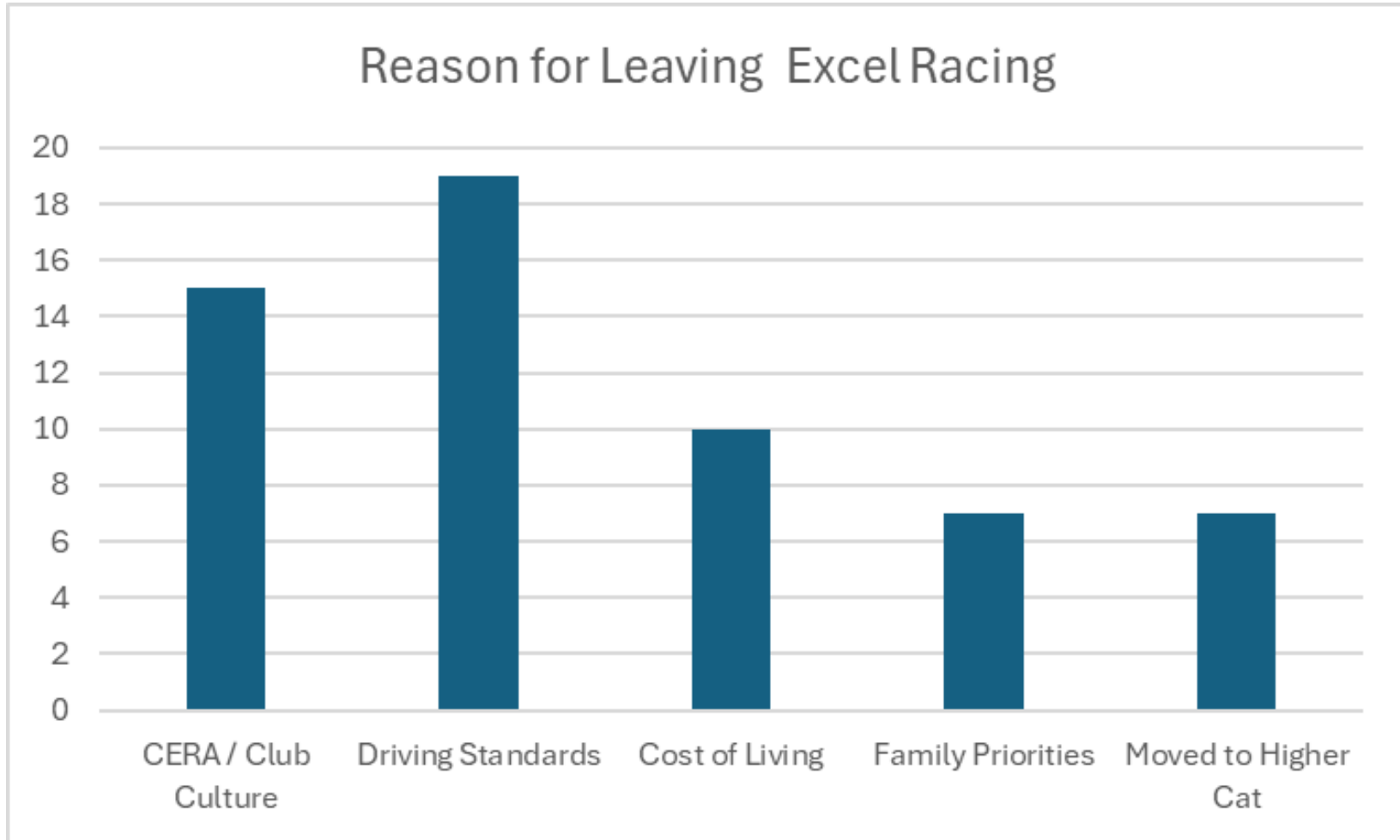


Motorsport Involvement



Motorsport Involvement

51 No longer competing



Motorsport Involvement

Feedback (non-active competitors):

1. Driving Standards & Club Culture Issues

- **Poor driving standards** — unsafe or unenjoyable driving behaviour on track.
- **Toxic club culture:** described as a "boys club", "in-group vs out-group", and lacking proper club spirit.
- **Bullying and committee dysfunction**, particularly in VIC.

Summary: Cultural and safety issues pushed people away, along with dissatisfaction with leaders.

2. Constant Rule Changes & Lack of Governance Consistency

- **Frequent rule changes** and unclear or inconsistent rule enforcement.
- **Perceived cheating:** non-compliant cars, favoritism, and leniency.

Summary: Participants feel rules are manipulated, unclear, and unfair, which increases both costs and frustration.

3. Cost and Financial Viability

- **Rising costs of participation:** circuit licences, tyres, entry fees, car development, etc.
- **Cost of living pressures:** made the sport an unaffordable luxury.
- **Escalating cost to be competitive:** to stay at the front required large spending to exploit rule loopholes (e.g., high engine HP builds).

Summary: What was once affordable "entry-level racing" has become too expensive for many.

Motorsport Involvement

Feedback (non-active competitors):

4. Natural Attrition / Life Changes

A fair number of participants simply moved on due to:

- **Life stage shifts** (less time, health issues, children now racing instead).
- **Upgrading to higher-level racing categories.**
- **Relocation overseas.**

Summary: Normal attrition factors, unrelated to category mismanagement, but still worth recognizing.

5. Positive Reflection Despite Departure

Several people mentioned that they **“had fun”** but felt it was time to move on — indicating that despite frustrations, they valued their time in the series.

Overall Core Insight

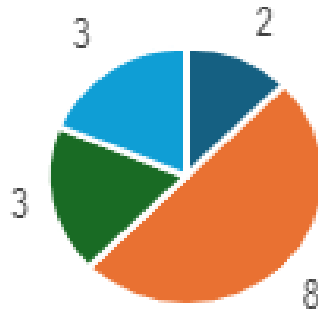
The Excel Cup **lost its original value proposition:**

→ From **affordable, fun, entry-level racing** → To **expensive, overly serious, poorly governed, and politically charged competition.**

Dunlop Destiny Series:

16 out of the 105 (15%) active participants advised that they competed in the Dunlop Destiny Program

What Structure Of The Dunlop Destiny Series Would Best Suit You?



- Single event held at Bathurst during the Bathurst 6 Hour event
- Single event held in a different state each year
- Three round series in separate states (No Bathurst)
- Three round series including Bathurst and two other States

What Is the Main Reason You Don't Compete in The Dunlop Destiny Series? - Key Themes Identified:

1. Cost & Travel Concerns

- **Most common issue:** Many participants cited **interstate travel costs** and **time commitment** as major barriers (repeated 30+ times).
- State-level racing was seen as more affordable and manageable.

2. Eligibility Issues

- **Age restrictions** prevented participation for some.
- Some said their **car doesn't comply** with regulations.

3. Series Format & Organization

- Concerns over **lack of promotion, no broadcast coverage**, and perceived **lack of value for money**.
- A **single-event Nationals** was viewed as a better alternative.

4. Competition Quality

- Some described it as "**crash and bash**" racing with **immature driving behavior**.
- Others admitted they were **not competitive** at this level.

5. Personal Circumstances

- Reasons like **family issues, starting out in other categories**

6. Negative Culture or Governance

- One mentioned a **negative bias against Victorians** from CERA.
- Another raised concerns about **rule enforcement** and favoritism.

7. Alternative Racing Commitments

- Some are already racing in other series like the **Toyota 86 series** or **state-level competitions** and are **content to stay there**.



Bathurst

- 39 out of the 105 (37%) active at the Bathurst 6 Hour.
- 12 out of those 39 (31%) respondents advised that the need to reduce the amount of local events they participated in to find the time and budget to compete in the Bathurst event.

What was your main reason for not competing at Bathurst? - Key Themes Identified:

1. Cost-Related Barriers:

- Overwhelming majority** cited **entry fees and associated costs** as **prohibitively expensive** (mentioned over 30 times).
- Many would rather **allocate their limited budgets** to other events or state-level racing.

2. Selection Process & Access Issues

- Several participants reported being **rejected despite applying multiple times**.
- Perceptions of **favouritism** and **club politics**, particularly relating to **HERA and the Victorian committee**, were strongly noted.
- Some expressed frustration over a **lack of transparency** in the selection process.

3. Logistical Challenges

- Distance to Bathurst** was a deterrent for some.
- A few were **not available** or had **school/family commitments** during the event.

4. Track Time vs Value

- Multiple respondents felt the **track time was too limited** given the cost, especially with **many laps under safety car** or **accidents shortening races**.

5. Personal Readiness or Interest

- Some were **new to racing**, had **unready vehicles**, or simply **not interested**.
- One noted the **technical nature of the circuit** as a challenge.

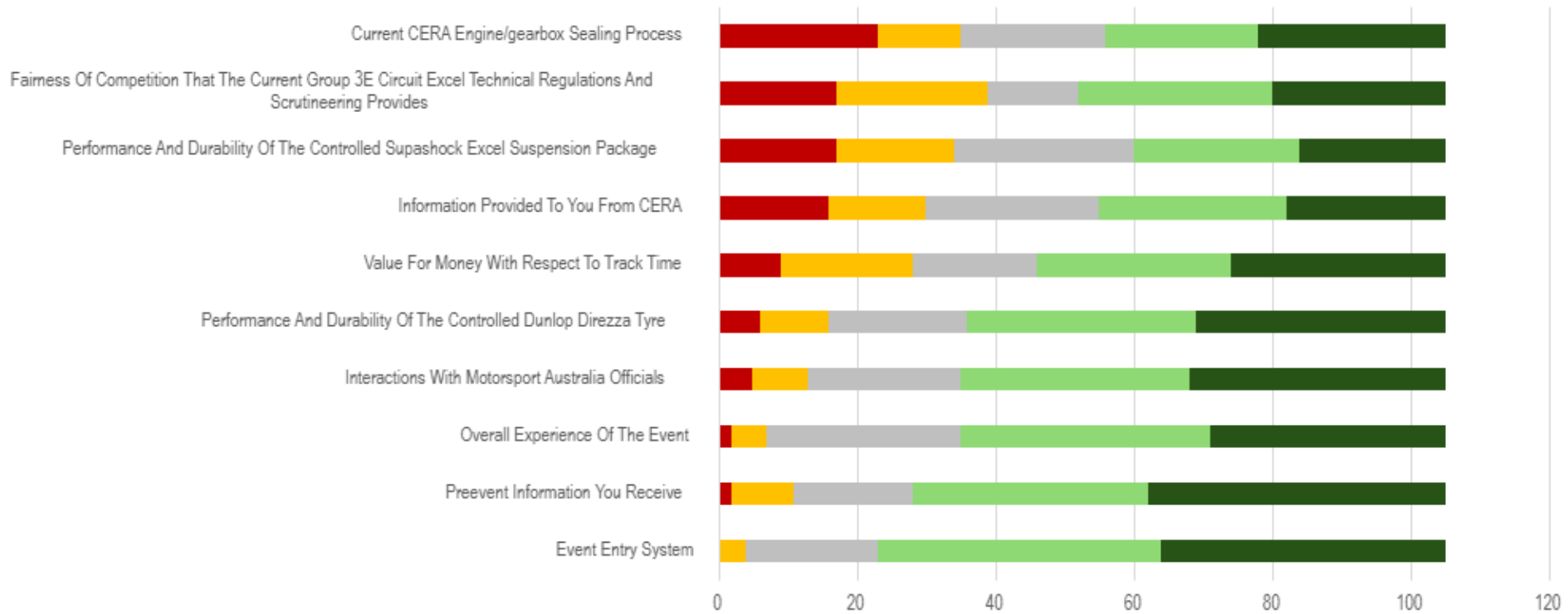
6. Age and Eligibility

- Age restrictions were mentioned as a barrier.
- A few felt **disadvantaged due to not being well-connected** or not fitting the profile favored by selection panels.

Satisfaction rating

Question	Rating				
	1	2	3	4	5
Event Entry System	0	4	19	41	41
Pre-event Information you receive	2	9	17	34	43
Overall Experience of the event	2	5	28	36	34
Interactions With Motorsport Australia Officials	5	8	22	33	37
Performance and durability of the controlled Dunlop Direzza tyre	6	10	20	33	36
Value For Money with respect to track time	9	19	18	28	31
Information provided to you from CERA	16	14	25	27	23
Performance And Durability of the controlled Supashock Excel suspension package	17	17	26	24	21
Fairness of competition that the current Group 3E Circuit Excel Technical Regulations and Scrutineering Provides	17	22	13	28	25
Current CERA Engine/gearbox Sealing Process	23	12	21	22	27

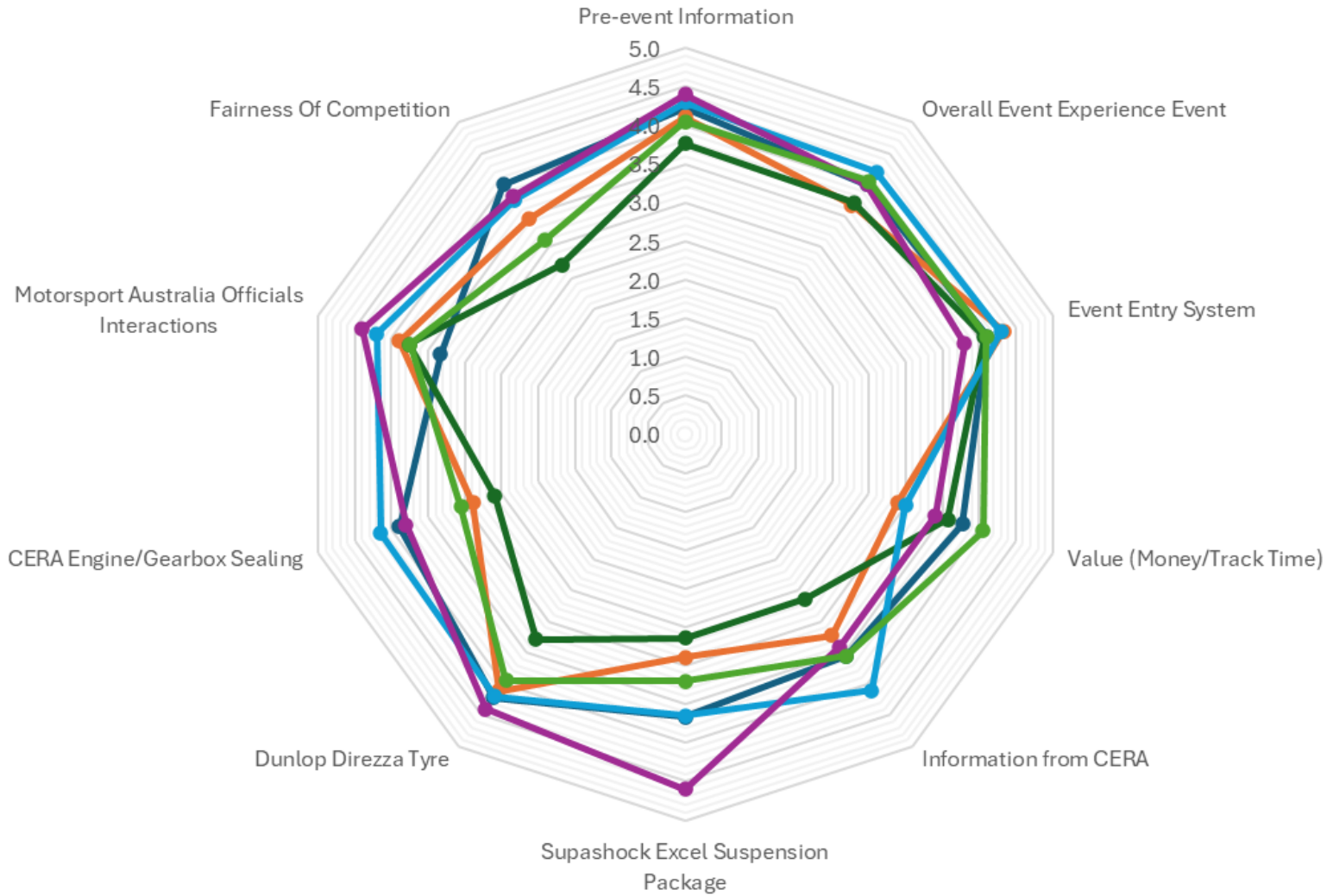
Rate The Following In Reference To The Series You Selected (1 - 5)



	NSW (9)	WA (9)	VIC (42)	SA (20)	TAS (5)	QLD (20)	Overall
Pre-event Information	4.2	4.1	3.8	4.3	4.4	4.1	4.0
Overall Event Experience Event	4.0	3.7	3.7	4.2	4.0	4.1	3.9
Event Entry System	4.1	4.3	4.1	4.3	3.8	4.1	4.1
Value (Money/Track Time)	3.8	2.9	3.6	3.0	3.4	4.1	3.5
Information from CERA	3.6	3.2	2.6	4.1	3.4	3.6	3.3
Supashock Excel Suspension Package	3.7	2.9	2.6	3.7	4.6	3.2	3.1
Dunlop Direzza Tyre	4.2	4.1	3.3	4.2	4.4	4.0	3.8
CERA Engine/Gearbox Sealing	3.9	2.9	2.6	4.2	3.8	3.1	3.2
Motorsport Australia Officials Interactions	3.3	3.9	3.8	4.2	4.4	3.8	3.8
Fairness Of Competition	4.0	3.4	2.7	3.8	3.8	3.1	3.2

Events - Rating Comparison by State

● NSW (9)
 ● WA (9)
 ● VIC (42)
 ● SA (20)
 ● TAS (5)
 ● QLD (20)



What Do You Enjoy Most About Excel Racing?

. Close, Competitive Racing

Most frequently cited benefit **tight, evenly matched racing** across the entire field.

Emphasis on **driver skill over car performance** due to the one make format.

Big fields add to the excitement and competition.

. Effectiveness

Many enjoy it as a **budget friendly entry point** into motorsport.

Seen as **more affordable than other categories**, though several noted it's **becoming more expensive** over time.

. Community & Camaraderie

Strong appreciation for the **friendly, inclusive paddock atmosphere**

Frequent mentions of **banter, friendships**, and shared experiences **on and off the track**

Families and friends often race together or support each other.

. Fairness & Simplicity

On make rules create a **level playing field**, making racing about **talent, not money**

Simpler cars are **easy to work on**, and rules are generally respected.

. Driver Development & Fun

Great platform for **learning and improving driving skills**

Described as a **fun, grassroots** racing category that still allows for growth.

Concerns Raised

Rising costs and influence of **big teams** are beginning to undermine the original affordability.

Some cited **favouritism, politics**, and **rule inconsistencies**, particularly in **Victoria** and with **HER** , which affects their willingness to continue.

What Could / CERA Motorsport Australia Do To Improve Excel Racing

1 Technical and Regulatory Consistency:

Uniform Rules Across States Align regulations nationally to avoid car modifications when competing interstate.

Engine Sealing: Standardize sealing processes and criteria. Concerns over inconsistent tolerances and sealing costs.

Shock Suppliers Reported quality issues and poor support.

Ban Tyr Buffing It's costly and may not improve racing.

Engine Parity Introduce control heads or rules to reduce horsepower disparity.

Relax Some Regulations Especially for slower or grassroots competitors (e.g., sealing exemptions if outside top 105%)

2 Driving Standards & Safety:

Enforce Driving Standards Crack down on dangerous driving; penalise offenders more effectively.

Accountability for Incidents More action especially in regions like Victoria.

Driver Education Mandatory training for new drivers, especially those coming from karting.

Raceceiver Us Improve communication and safety via race radios.

Race Control Procedures Address frustrations with rule enforcement timing and steward decisions.

3 Cost Control:

Reduce Entry Fees Repeated requests for more affordable race entries.

Lower Running Costs Standardize tires, reduce mandatory components, allow older parts.

Tyr Limits Restrict sets per event, ban buffing to cut down expenses.

Suspension & Engine Options Offer more flexibility to allow budget builds.

Remove Unnecessary Tear Downs Especially when engine performance isn't competitive.

What Could CERA Motorsport Australia Do To Improve Excel Racing don't

4 Race Format & Events:

Longer Track Time More laps instead of timed races.

Fair Grid Starts Avoid random or drawn grids prioritize qualifying.

On Day Events Lower cost and increase accessibility.

Nationwide Championship Support for a unified series with state rounds.

Televised Races More exposure via Supercars or national broadcast.

Increased Supercar Support Rounds Visibility, fans, and sponsorship opportunities.

5 Governance, Clubs & Politics:

CERA vs. HERA Conflicts Major concerns around rule changes and internal politics, particularly in Victoria.

Transparency & Communication Improve communication from national to club level. Respond to emails, clarify decisions.

CERA's Role Questions about CERA's authority and democratic legitimacy.

Club Autonomy Some want local clubs to regain control.

6 Inclusivity & Development:

Support for Grassroots Racers Recognize long term participants, not just stepping stone racers.

Driver Pathways Create structured steps for talent progression.

Support for Newcomers Setup guides, help from experienced racers, come and try days.

Keep the Fun Element Return to a "cheap fun" focus instead of professionalism and pressure

Insights:

Strongest scores: Event Entry System, Overall Experience, Tyres, and Interactions with Officials.

Lowest scores: CERA Sealing Process, Information from CERA, Suspension Package.

High variability (Std Dev > 1) in Value for Money, CERA processes, and Suspension suggests inconsistent perceptions or experiences.

Recommendations

Driving Standards Implement driver standards and training manual

Club Culture: Define & promote your club culture. Implement DSO & Technical Manager

CERA Engine Sealing: The **sealing process** is a pain point– consider reviewing procedures. Set up a working group

Suspension Consistency Review feedback process to and from Supashock on reliability or performance concerns.

Communication Strategy *Information from CERA* scored lower across the board– invest in more proactive, clearer, and accessible channels.

Value for money: Rates lower than others. Opportunity for CERA to purchase track time from event organisers and take ownership of cost. Look at hybrid events at State Level

Participation v Pathway The Volume is in participation

MEMBER OF



Motorsport Australia

CERA Circuit Excel Owners Survey

Bruce Astbury June 2025

