

Circuit Excel Racing Association Inc

Meeting Minutes

27th of August 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

II. Roll call

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

III. Approval of minutes from June 11th 2025.

Approved by Gavin Faulkner, Seconded by Darren Seaton

IV. Business arising from Previous Minutes

Future Proofing of the Category

- Steering Rack Bushes: Fulcrum Suspensions is developing hard elastomer replacements for Excel steering rack bushes, which are currently unavailable. Testing is underway. Some competitors are using non-compliant fixes like aluminium bushes.

V. President Report:

- Nationals event planning and possible options , will be covered in agenda item.
- Discussions with Motorsport Australia on implementing a unified penalty and demerit point system. MA having discussion and seeking feedback from Craig Baird.
- Request for a simplified, illustrated driving standards document from MA.
- Reference to a helpful document by Jason Bargwanna used in Queensland and at past Bathurst events.

VI. Secretary's Report:

- Thank you emails have been sent to PIARC, after Nationals. PIARC also responded back with a thank you email.
- EOI has been sent to ARG for Bathurst 6 Hour Support categories, ARG acknowledged they received EOI.
- Regular emails with control suppliers of Supashock and Wildan13/Dunlop
- Received 3 emails request for Supashock purchase codes in the last couple of weeks

VII. Treasurer Report:

On the 11th of June the Bank balance was \$70,189.70

Major Expenses:

- \$33,983.38 for Phillip Island Nationals (travel, food, accommodation, eTag's, track time).
- \$645.54 for website and email maintenance.
- \$1199.66 Bathurst: Reimbursement for accommodation, photography and car rental expenses from R3 Destiny round 2024.

Incoming: gearbox parts sales \$525.00 and National Entry fees .

Closing Balance: \$41,411.67

Outstanding Invoice of \$1300.00 for Nationals Trophies

Financially strong position and allows CERA to look at the purchase of parts such as Gearbox forks and Steering rack bushes, no longer reliant on state contributions. CERA is no longer needing to get the Executive to assist in funding events and paying for deposits for events and other expenses such as accommodation . Current balance as stated allows CERA to pay deposit for events such as Bathurst.

VIII. Technical Delegate Report:

Nationals Technical Phillip Island Report

6 Pages of data gathered, 5 x eligibility checkers plus scrutineers.

40 vehicles had minimum 6 tyres marked on both sides; as a result of the rain easing and primarily because of the safety aspects for extended dry racing on the Sunday, the Stewards permitted a total of 8 dry tyres to be marked; a total of 25 cars elected to have the extra 2 tyres marked;

38 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.

All vehicles were checked for compliance with the fuel cover rule, one vehicle had to add 2 fasteners to comply.

Control Dampers were checked on random vehicles, for compliance with the top seal if drilled, or the lower seal if not drilled;

Six of the top running cars had a scan of the ECU and sensors, checked ign timing figures, engine sensor readings, and voltage readings, and recorded all data received. Further audits of wiring modifications outside the rules will be undertaken.

Most tyres were checked for tyre tread depth before each track session.

P1/P2

After P1 and P2, 18 cars were cycled through the scrutineering bay, other cars volunteered to visit the scales as well the 18 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.

One car had lower ride height than allowed and were advised to make it conform before the next session.

Qual

After Qualifying, Top 10 cars were cycled through the scrutineering areas; the top 3 cars plus others were selected; weights, ride heights, plus visual checks.

R1

Ten cars were requested to go to the scrutineering areas for weights and ride heights.

The ECUs and sensors were scanned on three top running cars.

The throttle bodies were inspected on three faster cars, temp sensors were checked on three faster cars.

Air intakes were checked for eligibility, two were requested to alter their intake to comply.

R2

Top ten cars were requested to go to the scrutineering areas;

Weights, ride heights, and visual checks were performed.

R3

Top 10 cars were directed to the scrutineering area; car weights and ride heights were taken.

Three cars were held for ECU scanning etc

One car was held for engine and gearbox seal investigation; this vehicle was referred to the Stewards because it didn't have engine seals as per the 3E Circuit Excel Rules, the Stewards excluded that entry from the event.

R4

The top 5 cars were sent to the scales for weight and ride height checks.

Three of those cars were requested to remove valve covers and inlet manifolds; manifolds and throttle bodies were checked for eligibility; camshaft seals were checked and recorded and compared to the seal sheets; camshaft lobes were measured; various other checks were performed under valve covers.

All the top running cars went through the scales at least three if not four times.

The top 12 cars went through the scales at least twice.

The President acknowledged the effort put in by the Technical team at the event with their eligibility roles and thanked the Technical Delegate for leading this team particularly in an event that had such a tight schedule and over 4 hours of track time.

IX. General Business:

Dunlop Excel Nationals 2025:

Secretary as the as Category Manager thanked the Technical Delegate in organising all the logistics in getting all of the events team to arrive at airports from different flights at the same time and the accommodation for all. This also extended to the departure flights where all the team flew out to different home states all about the same time.

The events team of John Broadbent, Shane Beikoff, Nicole Williams, Shannon Williams, Gavin Faulkner, Linda Mrnjavac, Jonathan Beikoff and Lisa Totani were acknowledged and thanked by the Category Manager for their work leading up to the event. The category manager also acknowledged the efforts of the technical team and their ability to work with the scrutineers at the Phillip Island circuit. Also, many thanks to Nicole Williams and Lisa Totani for running the social media side of the event and getting information out about the event. Once again, the Driving Standards Advisor role was performed by Craig Baird and Jonathan Beikoff. They did an excellent job with the tight turn arounds of meetings and worked very effectively with the stewards and used the role to help educate the competitors.

- Event Success: Well-organized, positive feedback, strong scrutineering, close exciting racing and eligibility checks.
- Participation: Lower than expected (40 cars); minimal interstate turnout. Disappointing when CERA sort feedback from clubs wanting a standalone National event.
- Track Time: 4 hours 10 minutes—excellent value.
- No Livestream: Due to cost; some pre-event criticism but no post-event negativity.
- Future Suggestions: Consider Masters grid if numbers allow.
- Dates Clashes: Planning started in October of 2024, finding clear space in race calendars is a distinct difficulty, also sort assistance from Motorsport Australia who were unable to help.
- Online Registration: A great outcome that saved the Category Manager a huge amount of time and work effort was the Online Registration / Entry form. Many thanks to Lisa Totani for setting this up
- Closed Circuit and Live Streaming: Promoter declared a closed circuit to save money and insurance coverage. Live streaming was not done as this would add over \$200 to entry fee for each competitor.

Nationals 2026:

- Potential Venue: The Bend Motorsport Park (SA), May 15–17.
- Options: GT or International circuit; possible karting and social events.

- Pending: Final pricing before confirmation.
- NSW Interest: Possible host for 2027 if SA proceeds in 2026.

Dunlop Destiny Program:

- Destiny 86 Race in Scholarship Series: Stunning looking livery
- Success: Strong feedback from participants and sponsors.
- Nationals: 4 of the 5 Norwell Evaluation participants competed at Nationals and ran top 6 in all races.
- Norwell Training Day: Valuable learning experience with professional drivers. CERA may have to contribute to future evaluation days.
- Future: Continued support from Dunlop (now owned by Sumitomo).
- Funding Suggestion: Subsidise travel for participants from remote states.
- Huge thanks to Bill McKenna: Travelled a long road to get Destiny outcome to this point of the final race. Bill never lost site in the program and must be congratulated.
- Submission Reminder: All States were reminded to submit the written submission to CERA for their chosen Dunlop Destiny candidate as soon as their State race series has concluded for the year

Controlled Decals & Sponsorship

- New Dunlop Decal Placement: Bonnet preferred for visibility and consistency.
- Supashock Stickers: Issues with placement by some competitors and getting supply from SS.
- Enforcement: States to ensure compliance of placement control supplier decals.
- Outcome: Secretary to get a National Decal Placement for 2026 (for Dunlop and Supashock) Template made up and sent out to all clubs
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CERA YouTube Channel:

- Content Needed: Clubs encouraged to submit videos for promotion

Supashock Customer Service Issues

- Complaints: Poor communication, delays and lack of correspondence / feedback to end customer.
- Supashock Explanation: Apparent failure of their IT and communication system which was not picked up for several days
- Action: Members to copy CERA(via Supashock email in supashock@circuitexcelracing.com.au) into correspondence; committee to escalate if needed.

Controlled Exhaust System: Suggestion from NSW, put out as an idea and discussion point. Spoke about difficulties in eligibility and enforcement with some competitors may look at modifying / tampering the exhaust. Would need to be put up via Regulation review process. Delegates take this back to clubs for discussion.

Rear Wing Compliance: Non-compliant wings identified in NSW; enforcement can be done under current rule set with non-genuine wings.

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Around the States:

New South Wales: Currently in a break with the final race event at SMP on 18th of October with and Enduro at One Raceway to wrap up the year. Had previous meeting One Raceway and the State of Origin Event held at SMP in July. NSW President took great joy in displaying the State of Origin trophy currently held by NSW.

Queensland: QLD Delegate recognised the success of the state of origin event and declared it a great achievement that had been in the planning for many years. 30 cars entered with 14 from QLD. Had a race event in June, event coming up this weekend and then another in late October. Continuing to work on driving standards and educating drivers.

Victoria: No racing until November. AGM coming up soon with new Committee to be appointed. President acknowledged the Victorian participation in the Nationals and thanked all of them for their hospitality which helped create a great atmosphere at the event.

Western Australia: Have a Non-State round coming up in 2 weeks and then the last round is in October on the 18th. Last round was at Collie Motorplex on the same day as the Nationals. WA also having issues with driving standards particularly from younger drivers transitioning from karts. Working on a DSA and collaborating with Sporting Car Club for assistance.

Tasmania: Had last round same weekend as the Nationals. Still have two rounds and an Enduro at Baskerville in October to complete the racing calendar for the year. Working on enduro for 2026 at Symonds Plains.

South Australia: Final round at the Bend on the weekend, big event with 170 cars with Blendline coverage. SA Motor racing series has really been underpinned with the numbers generated by the Excel category. Over the year SA had 29 Masters competed in that category

and 40 in the Trophy division. Looking at having a Summer series running under AASA permits starting in Mallala in October With the enduro coming up on the 4th and 5th of December being a Thursday and Friday event. The Bend are offering a package deal for accommodation at the Rydges Hotel along with breakfast and lunch for the Enduro event. SA working with NT Excel group to get numerous cars at Hidden Valley for the Enduro in June 2026.

SA thanked Brian Herriman who come to SA to do eligibility due to Fred Severin being at an off-road event. SA recognised the camaraderie and spirit that is amongst the Excel clubs and the willingness to help at each other in a time of need and really thanked Queensland in this case.

X. Adjournment

John Broadbent adjourned the meeting at 9:36pm AEST.

Minutes submitted by: Andrew Young