

Circuit Excel Association of South Australia



2020 CEASA AGM

The 2020 Annual General Meeting for the Circuit Excel Association of SA is scheduled to take place on Monday the 23rd of November, commencing at 7:30pm via Zoom conferencing:

<https://us02web.zoom.us/j/86513998623>

When 23-11-2020 at 7:30 PM

Chairperson Nathan Green

Minute taker Ashleigh Bennett

Present Ashleigh Bennett (IT Systems Officer), Leon Bondarenko , Shane Chancellor , Jay Donald , Paul Falco (Technical Committee Chair), Nathan Green (Vice President, Promotions & Sponsorship Coordinator, MA State Council Delegate), Graham Hewett , Riley Matheson , Michael Nowickyj , Wayne Pannowitch (Treasurer), Paul Razum , Nick Scaife (President), Scott Stephenson (MA State Council Alternate, Driving Standards Advisor), Scott Tiller , Lisa Totani (Secretary), Bradley Vaughan , Justin Wanzek , James Zeitz (Competition Secretary)

Apologies Lonsdale Auto Service Centre , Steve Heinrich , Dean Maul-Dunn

Unconfirmed Zeb Lowe

Minutes

1. Open Meeting

Meeting opened at 7:36pm, President Nathan Green in chair.

2. Minutes of previous AGM

Moved - Paul Falco, Seconded - Andrew Young. Passed.

3. Actions from previous AGM

Nil

4. President's/CAMS State Council & MRP Report

2020 the year of the asterix (*). 2020 has been a challenging year globally.

- Refreshing to see Circuit Excel along with many clubs rise above and take opportunities where possible.
- eSeries was well received and offered a welcome distraction for members and partners in the peak of restrictions
- Return to Race facilitated well with strong fields and strong promotion of category
- Relationships built with organisations resulting in Enduro then Supercars opportunity
- Establishment of CERA and delivery of tender outcomes progressive move for category
- Tech forum /sub-committee established encouraging collaboration
- Social activities such as Karts and open workshops well received - look to do more as restrictions ease.

Future:

- Complete steps to incorporate the association
- Access funding and grants for development
- Continue to promote category (and circuit racing) for the benefit of members and our community
- Foster collaboration on technical aspects to ensure sustainable governance of the category
- Encourage social events/activities
- Have an endurance event on the calendar (appeal to interstateers)
- Maintain a friendly and inclusive community for drivers, crews officials and partners to enjoy their motorsport.

CAMS:

- Many issues regarding officials and driving standards at Round 4. Lesson taken - report incidents to the tower on the day if you have an issue with driving standards
- No weaving after Turn 13, will be questioned if should be changed to Turn 17
- Paddock layout at The Bend - could be better managed
- Return to Race, many initiatives could be here to stay, namely documentation processes
- Live stream, was to be done at Round 5, but event looks likely to remain cancelled due to new COVID restrictions
- Extra-ordinary meeting of state council to discuss state calendar for 2021, hold up is awaiting V8 Supercar dates to be announced, still to determined if categories will run 4 rounds over a 5 round season, but sporting car club exploring options to hold different formats at different rounds

Actions: Club contacts and delegate information to be updated

5. Secretary's Report

105 members as of today's AGM (versus 87 in 2019) - 80 General, 22 Family members over 9 Families, and 3 associate members.

Affiliation due - awaiting election results so new contact details for committee members can be submitted with affiliation.

6. Treasurer's Report

\$31000 in bank, with \$3500 to come out for Josh Hoare fund. So Approximately \$27000 in bank, versus \$21000 in 2019.

Wayne asked if new membership cards could be digital only? Consensus was to stay paper (hard copy) and consider it in the future with a transition period.

Wayne also advised two members who signed up shortly before the AGM will be granted carry over membership for 2021 - Leon Bondarenko, and Max de Meyrick.

7. CERA Report

On the 26 th of May CERA (Circuit Excel Racing Association) came into existence as an Associated

Incorporation. This body replaced CEMC (Circuit Excel Management Committee) who primary was

role was advisory body to the Australian Motor Racing Commission with focus on the technical

aspects of the category. With the formation of CERA Circuit Excel now has a Motorsport Australia

affiliated body that now holds the rights to the category. The main focus of CERA is the national

management of the category with a Technical subcommittee that put recommendations to the

Management committee.

One thing that needs to be recognised is the role that CEMC played in the evolution of the category

to where it is today. South Australia needs to be proud of the input that it has contributed to CEMC

over the year of its existence. David Shaw was the Chair for many years and Paul Falco for his

contribution to the Suspension Tender documents. I know for Paul his role changed considerably

with the formation of CERA but I would also like to thank Paul for the formation of a local Technical

subcommittee. This subcommittee actively met and gave valuable feedback to CERA and the CERA

Technical subcommittee. The state Technical subcommittee also gave feedback and assistance in the

review of the 2020 regulation and gave valuable input in the 2021 regulations.

Many thanks to Paul

for chairing this committee and to Fred Severin, Misch Nowickyj, Scott Stephenson, Nick Scaife and David Shaw for their input and time put into this committee. Above all other SA provided the most feedback and information to CERA via this subcommittee.

For CERA the first main task was to roll out and then evaluate the Tender for the controlled products of Tyres and Suspension. CEMC has to be acknowledged the creator of the Tender documents. These documents were put together extremely well and covered both the commercial and technical aspects required in the Tender. Due to the how well these documents were constructed the downstream evaluation process was made a lot easier as the Tender could be judged in a statistical and factual method.

The Tyre Tender had 8 different brand / suppliers submit a Tender with a couple of the bidders submitting multiple options. The Suspension Tender had 6 different brand / suppliers submit a Tender. On the 29th of October Supashock was announced as the successful Tenderer for the Controlled Suspension and Federal was announced as the successful Tenderer for the Controlled Tyre.

The Suspension Tender was evaluated using a matrix scoring system based upon 100 points, 50 points for the Commercial requirements and 50 points for the Technical requirements. Supashock was the highest scored with 66 points, 32 for the commercial score and 34 for the technical score. The average of the others bidders was around 50 as a total of commercial and technical scores. From here the top 3 were then taken to an independent Suspension Specialist Engineer with 35 years' experience with in the Suspension area. Testing was then conducted on a Damper Dynamometer by this Engineer. This Engineer and company have asked not to be identified. The Damper Dynamometer tested the dampers within a tolerance stated in the Tender with the damper on full hard and full soft with set increments along the valving adjustment.

From the Damper Dynamometer dyno curves were produced and the Specialist Engineer confirmed that the other two products presented for test did not meet the tolerance and that Supashock

successfully tested within the tolerance at all ranges in the valving adjustments. Supashock by far put together the best presented tender and supplied all the required information in a very professional presentation.

Track testing of Supashock dampers has occurred in Queensland and South Australia to determine to optimal setting and the best outcome under different conditions and at different tracks. Testing in Victoria at the time was not possible due to COVID 19 but several experienced Motorsport experts from Victoria were consulted to get their opinion of the optimal setup for the Supashock dampers. Also a technical expert from Western Australia that has setup a lot of the cars there has been feeding back information to Supashock.

With both the tyre and suspension products what was a constant theme throughout the evaluation process was to deliver the best quality product to the members at the best price. As CERA we believe that we have achieved this with Federal as the control tyre and Supashock as controlled suspension. Several of the bidders with the tyre Tenders gave attractive monetary incentives paid to CERA and the state clubs and the possibility of future sponsorship. During the evaluation process what was always front and centre was what is the most benefit for the members and the most affordable outcome as an individual tyre price.

The expected roll out of Suspension product will commence mid-January to February, CERA will manage a process with Supashock to prioritize supply going to new members and car builds, followed by existing legacy then the rest of the members that are on the current suspension from the four options listed in the 2020 regulations. What CERA is extremely happy with is the outcome of both Tenders is that the process has delivered two known, tested and tried products at a cheaper price than prior to the Tenders.

For South Australia we will work under a slightly different model of supply for the Federal Tyres as in comparison to other that will be supplied from a wholesaler. SA Motorsport Tyres will still be the retailer and supplier for Federal Tyres but will offer the same price as stated in the Tender of \$92.50

plus GST (\$101.75 including GST). Also part of the Tender rebates will be paid to each state club quarterly at 10% of total sales in that state. Mark Povey from SA Motorsport Tyres will continue the ongoing track support. This will then extend the cost to \$140 per tyre, this includes scrapping the old tyres and lifetime flip, balances and repairs during track days and events. SA then has two options to purchase tyres being a loose price or have the existing on track support as has always been supplied by Mark Povey and SA Motorsport Tyres. CERA acknowledge the long-time support that Mark has provided to CEASA members at not only State race meeting but special events such as Supercars and Nationals.

Now with the Tender in place CERA's next goal is the setting up of further structures and looking at ways to fund the required activities. CERA into the future will need to generate income to cover the following:

- National costs of maintaining the Incorporated association.
- Annual Affiliation costs with Motorsport Australia
- Generic costs / disbursements of running the category
- Production of National technical documents,
- National Sealing Books
- Provision of all engine and gearbox seals to all states.
- Advertising costs for tenders and costs of any experts/ consultants engaged to assist the category
- CERA Website set up and hosting.
- Any testing of proposed control components proposed for use in the category
- Facilitating training, or alignment meetings for engine sealers and eligibility officers (Including Travel for face to face meetings or with Motorsport Australia)
- Facilitating meetings of the committee. (Including Travel for face to face meetings or with Motorsport Australia)
- Funding upfront costs for securing our national signature meetings / events (Bathurst/Nationals/Supercar events) prior to recovery from sponsors.
- Travel of office holders or technical support to support nationals, or signature events.
- Setting up a cloud based system of recording Engine and gearbox seals that will be able to be accessed at any racetrack across the country.

At the December meeting CERA would set up a budget for 2021 and discuss proposals for raising revenue. From here there will be consultation with State club committees to gain a common

consensus.

As previously mentioned the other important task for CERA this year whilst finalising the tenders was the 2021 regulations. The decision was made with advice from MA and other experts in the Motorsport field. This included an offer from Roland Dane to have a couple of his Engineers at Triple 8 look over the current category regulations give their opinion, CERA obviously took up this offer.

Their feedback was positive and did not find anything that they really thought was an issue; they gave feedback on wording to assist as to make the intent clearer and avoid different interpretations. Discussion prior to this was that due to the lack of racing in some states and the regulations had a large review in 2019 the only changes to the regulations would be in wording. Technically the 2021 regulations will be the same as 2020 with in some different wording to deliver direct intent. The local Technical subcommittee played a vital role here as sounding board but also supplied valuable feedback on not only the regulations but also information for the Technical manual. The Technical manual will be a guide for sealers to use to assure uniformity across the states. This manual is nearing completion but has been a long time in the making.

On the events front the Supercars event at Tailem Bend was the first event this year that the local club being CEASA having involvement in organising hence CERA was kept in the loop. With the MRF Bathurst event the organisation was given to a paid individual that is not a member of any Excel state club. With the Supercars event in Townsville the organisation was given to the privately owned race series in Track Attack. Here money generated from entries and Sponsor went onto the coffers of an individual not the Motorsport Australia affiliated club.

As the local CERA representative I was very happy to report back to CERA how CEASA was involved and organised the event. Many thanks to Nick Scaife for his endeavors here. I know Nick copped all the checks and balance questions from me but it was good from my from point view that CEASA via Nick worked under the new model of organisation moving into the future. Another great outcome was the money generated from the event was put back into programs to benefit members. CERA also passed their congratulations with

the event and commented how clean the racing was and we created a very good spectacle that really did well in the promotion of the category.

I like also thank to thank the CERA State Representatives in John Broadbent from Queensland, Brad McNess from Western Australia, Bruce Phillips from Victoria and Mick Crossland from New south Wales for the time and effort put into getting CERA going and particularly the work effort of the Tenders. Being involved in the 2015 Tenders I was reluctant to get involved again but now reflecting on the process I am very proud of the outcomes. The environment and culture of collaboration this time around in 2020 to gain an outcome that will benefit the majority of member was a very enjoyable and rewarding process to be involved with. There was in depth dialogue and debate but this was always conducted in a constructive manner with the end goal always being in site of what is the best outcome for the members

Thank you for allowing me to be the SA CERA representative in 2020. If you all desire me to perform the role in 2021 I would really appreciate the opportunity.

8. Technical Report

Scrutineers found a number of issues at Round 4.

Competitors must ensure cars are compliant, with a reminder that a car's log book is a legal document, and requires that vehicle under which category it is log booked to be fully compliant with all relevant regulations of that category.

9. Eligibility Officer's Report

Apology from Fred Severin

10. DSO Report

Scott had nothing to report due to other commitments keeping him from our events

Paul raised concerns regarding amount of blocking that is occurring, especially nearer rear of field

Action - use footage collected by Scott over last 12 months to run a round table discussion and education session.

Lisa asked if drivers are aware when some flag points are not manned at an event, and do they want to know? James and Paul said they weren't aware, but would like to know. Action - James suggests a map be published prior to event highlighting where flag points are, and which ones are manned.

Paul also raised issue with the distance some flag points are located away from the circuit at The Bend, with some competitors not sighting waved yellow flags.

11. Promotions Report

Nick would like to acknowledge the support of all our sponsors for the year.

- GH Haulage
- Lonsdale Auto Service Centre
- Misch's Excel Garage
- Shannons Insurance
- Evolution crash
- U-Pull-It

Also like to thank Lawn Hub for there support with the Supercars round.

Remaining events to promote is the excelraceparts.com.au Enduro to be held at The Bend on the 12th of December.

Practice will be a separate event on the Thursday before. Any questions contact myself (Nick) or Jake.

We will be running some fun E-series events over the break for new and old members (details to be confirmed).

12. General Correspondance

Nothing to report

13. Election of Office Bearers

President: Nick Skaife - moved Michael Nowickyj, seconded by James Zietz.

Vice President: Nathan Green - moved Nick Skaife, seconded James Zietz.

Secretary: Lisa Totani - moved Nathan Green, seconded Nick Skaife.

Treasurer: Wayne Pannowitch - moved Andrew Young, seconded Nathan Green.

Competition Secretary: James Zietz - moved Andrew Young, seconded Lisa Totani.

Promotions: Nathan Green - moved Paul Falco, seconded Lisa Totani.

Technical: Paul Falco (Chair - moved Nathan Green, seconded Nick Skaife), Paul Razom, Michael Nowickyj, Nick Skaife, Scott Stephenson, Andrew Young, Fred Severin, Dave Shaw, Graham Hewitt.

CERA Delegate: Andrew Young - moved Nick Skaife, seconded Michael Nowickyj.

Driving Standards Observer: Scott Stephenson - moved Nathan Green, seconded Andrew Young.

Eligibility Officer: Fred Severin - moved Nathan Green, seconded Paul Falco.

Eligibility Officer Alternate: Michael Nowickyj - moved by Paul Falco, seconded Andrew Young. Michael Nowickyj declared a conflict of interest as a business provider of Excel parts and mechanical services.

CAMS Delegate: Nathan Green - moved James Zietz, seconded Lisa Totani.

CAMS Alternate: Scott Stephenson - moved Nathan Green, seconded James Zietz.

IT Systems Officer - Ash Bennett - moved Nathan Green, seconded Andrew Young.

14. Constitutional Matters

After a short discussion highlighting the background and reasons for a new constitution for the club, with some debate regarding the merit of listing all committee positions in the constitution, a vote was held amongst members present at the AGM if the proposed draft constitution issued to members prior to the AGM should replace the current club constitution.

Vote of those present returned 19 in favour, and 1 against.

Agreement was held that the new constitution will come into effect the next business day (Tuesday 24th November 2020), and will be uploaded to the club's website and Dropbox account.

15. Membership & Fee's

Fee structure to remain the same from 2020 (\$50 individual/general, \$80 family) - Paul Falco moved, seconded - Wayne Pannowitch.

Ash Bennett & Wayne Pannowitch to determine the 2020 SAMROA levy (\$5 per paid membership).

16. Other Business

Nathan Green move club purchase camera inspection equipment and camber measuring equipment - Moved Nathan, seconded Andrew Young.

Andrew Young - Trevor Pound trophy was meant to be awarded at Round 5, wanted to thank Misch for allowing it to be awarded at his sponsored round.

Bathurst - will be MRF challenge on Federal tyres, CERA will look at getting refunds for those not able to attend due to COVID changes to date.

Nick - suggest club purchase camera equipment for Matthew and Lisa to use when doing media activities at events. Await Matt and Lisa to suggest suitable equipment to form a budget to move a motion at later date.

17. Meeting Closed

Closed 9:56pm.

End of minutes.