

# Circuit Excel Association of South Australia



## General Circuit Excel Meeting

Click link for zoom meeting - it should then open the meeting in your Zoom account.

General meeting for all Circuit Excel members. As we look forward to "Return to Race" 1-2nd August, its a good time to catchup, introduce new members, discuss whats been happening and plans for the remainder of the year

When 28-07-2020 at 7:30 PM

Location: Online: Zoom meeting, Online: Zoom meeting

Conferencing Join via Zoom  
<https://us02web.zoom.us/j/89384368466?pwd=WTBIQWVpK3AvWjZVZmFBQWhNUCtNdz09> (ID: 89384368466)

Chairperson Nathan Green

Minute taker Ashleigh Bennett

Present Santo Arabia , Ashleigh Bennett (Secretary), Shane Chancellor , Jay Donald , Paul Falco (CEMC Delegate), Nathan Green (President, State Council Alternate), Michelle Hetherington , Graham Hewett , Adam Hindmarch , Andrew Hobby , Darren Mattiske , Brett McGarrigle , Mitchell McGarry , Steve Oliver , Wayne Pannowitch (Treasurer), Jonathon Poethke , Gil Slade , Scott Tiller , Lisa Totani , Justin Wanzek , Andrew Young (CEMC Delegate, Vice President), Thomas Young

Apologies Lonsdale Auto Service Centre , Michael Clemente , Zeb Lowe , keven Lynch , James Zeitz

## Minutes

### 1. Opening

Meeting opened at 7:55pm by Nathan Green

### 2. Minutes of previous meeting

Accepted - moved by Paul Falco, seconded by Andrew Young

### **3. Presidents report**

#### **E-Series**

Thanks to everyone who supported the first season of E-Series during the quieter months of the year. It was an exceptional effort by Mitch and Matt to turn an idea into a successful reality that saw over 90 drivers from across the country compete in 10 virtual rounds on the iRacing platform. While it was a steep learning curve, there was a positive reception to the Saturday night live streams and content shared on the Circuit Excel Facebook page. Congratulations to Aaron Oliver who finished as the highest place SA driver to earn himself a pair of Federal Tyres donated by SA Motorsport Tyres. We not only entertained members and competitors across the country, but also maintained engagement with existing sponsors and partners, including Shannons who we are building an ongoing relationship with. I'd like to thank those pivotal to making it happen, jumping in the deep end: Matt Totani, Mitch McGarry and Lisa Totani. In recognition its suggested we use some of the U-Pull-it vouchers as a gesture of appreciation.

Motion moved by Nathan Green: \$150 worth of U-Pull-It vouchers to be issued to Matt Totani, Mitch McGarry and Lisa Totani (total \$450). Motion seconded by Justin Wanzek. Majority present at the meeting voted in favour - motion passed.

#### **3.1. Motorsport Australia update**

Motorsport Australia (CAMS) busy preparing Return to Race plans, with key principals of maintaining social distancing. Tracking who is onsite, adequate protections in place for competitors and officials (certainly worthy focusing on how to co-ordinate officials). Importantly minimising contact points - thus electronic entry and documentation. Its really important you submit requested documents as early as possible, ensuring info is correct. this will improve efficiency of events even in a post Covid works. Note: there will likely be improvements (which means changes) in systems and process, so feel free to make constructive suggestions and refrain from being too critical. While things are returning to a new normal in SA, we can't ignore what is happening in Victoria which is having an ongoing affect on staff movements and availability at head office. We ask everyone remain patient and respectful as many are still working remotely and on reduced hours. Melissa Rees has recently resigned from her role at the SA office of Motorsport Australia, but competitors will likely continue to see and hear more from her as she has taken on a new opportunity in the Motorsport office of the Sporting Car Club. The other change is Naomi has moved on from the SCC, taking on a role with The Bend Motorsport Park, so again we will still see her around. We wish Melissa and Naomi the best in their new roles and look forward to working with them long into the future!

#### **Licences**

Note licence extensions - not mailed out. Promoters will know. it should be reflected online too.

#### **2020 Calendar**

The resultant 2020 Calendar is a symptom of many changes of major events, including Supercars and Motorsport Australia Nationals. While these events themselves are on again off again, the Sporting Car Club has opted for dates that are less likely to be further impacted. Locally we strove for a balanced calendar, preferring the original dates at The Bend early/mid October, but it wasn't to be.

- August 16th: TTM/Austin 7 club are running a regularity event featuring the inaugural "Mallala 200 Regularity". The morning will feature 3-4 regularity sessions then a 3 driver team will take on the "Mallala 200" in the afternoon. Get a team together and checkout their website for details.

- The other State Championship up for grabs is the South Australian Hill climb Championship, 12-13 September at Collingrove with a dedicated class for Circuit Excel! Last year we saw a strong field and close battles so we look to see a number of competitors in 2020. Remember the format lends itself to dual entries so you can share your car with your crew in truly equal equipment! Entries open SOON. \$200-ish for 2 day event + \$80 for optional Friday practice

- The Bend Round: 30th October - 1st November, Motorsport Australia Sporting Car Club of SA State Motor Racing Championship Series (Our second 2020 race meeting). The 2 day bend event is proudly sponsored by Evolution Crash

- Mallala Round 28th November, Motorsport Australia Sporting Car Club of SA State Motor Racing Championship Series, Round 5 (our third and final event). This 1 day event will see the long overdue return to the twilight format which is proudly brought to you by Misch's Excel Garage Sporting Car Club looking for opportunities to manage costs. Commentary at The Bend adds up, not just commentators but also costs to hire room, PA system, etc. The value of commentary came into question with limited spectators (and limited visibility). Commentary costs will be avoided. At Mallala Ann will likely continue to volunteer and Nathan has volunteered to do some guest commentary for Circuit Excel this Saturday

#### Motor Race Panel

From the Motor Race Panel, we have been busy reviewing and commenting on changes of calendars, series regs in SA & NT, while contributing what we can to Motorsport Australia Return to Race literature and finding practical ways to get back on track. We all hope that we can find improvements as we settle into a "New Normal".

Feedback from a few recent events was encouraging! The extra pre-event paperwork may be a burden to individuals, it is a massive task for event organisers to review and follow up. The payoff however is a smooth kickoff to the event proper with far less queuing and admin on the day... so potentially more car and seat time. So lets all tick the right boxes, maintain compliance to make it work long into the future.

Most State Council and Motor Race Panel meetings have been facilitated via video conference, which again is becoming a new normal demonstrating some efficiencies. The panel propose to meet face to face quarterly still, just to maintain the personal interactions. The panel also look to establish some working groups to look at particular areas such as Speed events including Sprints, regularity and Hill climb and another to seek broader

input to make circuit racing more appealing to competitors and punters alike. While Circuit Excel continues to be strong, we are not viable without other categories continuing to be successful. So as always, if this is an area that interests you contact me directly as the MRP Chair (SA/NT) – greeny.nathan@gmail.com

### **3.2. Sporting update (general)**

Some discussion was held regarding hill climb eligibility for the Circuit Excel class - Nathan Green advised technically it is only open to log booked Group 3E Circuit Excel cars, but non log booked and road legal cars are welcomed under a gentleman's agreement as they currently make up a large portion of the class, but cars that exceed Group 3E Circuit Excel rules may be forced to run under a different class.

Darren Mattiske raised a few points regarding upcoming Observed Licence Test's (OLT) for new drivers at this weekend's event at Mallala - reminding those about to conduct their OLT to travel only down the fast lane (right hand lane) of pit lane, at the speed limit, and only pull into the pit bay at the last moment where the official is waving drivers into.

Paul Falco briefly mentioned driving standards after leaving the circuit, reminding drivers to use mirrors and re-join safely if you leave the circuit.

## **4. Secretary report**

Memberships:

90 Members – 69 General (Individual), 18 Family (consisting of 8 families) and 3 Associate

Correspondance:

Net Virtue: web host has increased prices, now \$6.95 per month (was \$3.95).

TidyHQ: Has replaced its previous multiple plan options with a single plan and price (at AUD \$890 per year). However it is honouring existing clients previous plans, so CEASA will continue to pay \$588 per year, but will be upgraded to the new single plan features, with unlimited app's and integrations, increased email send cap, and lower transaction charges (2.75% + 50c per card transaction, down from 3.25% + 60c).

The Bend: AGM's at The Bend, \$60 per person, includes cruise of the International and GT circuits, parking on the start/finish straight and 2 course meals in function room with AV system use overlooking pit straight. Upgrade options available (go-karting, ride experiences, accommodation). Mark Warren - Invited CEASA to run an endurance round at the Shannons Nationals event in October. Open Track Days - \$395 per person, 5x 20 minute sessions on West/International circuit, or 4x 25 minute sessions on GT circuit. Includes pit lane garage, lunch in Fuel restaurant and private function room for use as club lounge.

CAMS: Various return to race updates for post COVID restrictions – Nathan Green covered in his reports above.

Other

Website updated – link to CEMC website replaced with link to CERA

#### **4.1. Introduction of new members**

Nathan Green introduced some of the new members to the club and competitors for 2020.

### **5. Treasurers Report**

Wayne reported invoices have been sent out for current round and rest of year. Club is currently sitting on approximately \$28,000 in the bank account. Will reimburse \$100 to those who ran the Nationals and Round 5 in 2019 at the upcoming event at Mallala. Still to allocate funds raised from Josh Hoare Memorial Fund.

### **6. CEMC and Technical**

It's been a while since the last update on things CEMC, and there's some bigger news around that later. The last update was a bit of a long read mind you, so this time we'll aim to keep it short and sweet (hopefully).

Suspension Tender:

There's been a lot going on in the background, but nothing that was worthy of reporting in detail. The CEMC took on the drafting of the document due to delays from Motorsport Australia. The writing of the tender document has been ongoing over the last 2 months, with the drudgery of proof reading, and then suggesting edits to make it read as expected, then doing it over again, taking up a lot of time. Most of the work has been around wording to make sure the specification is crystal clear, so there wasn't much exciting info to share with you all. We're at a point where we feel we're in the final drafting stage, and the plan is to go out to tender by the end of July 2020.

Tyre Tender:

As with the suspension tender, the CEMC had to take on drafting this as well due to delays from MA. It's ready for release, and the plan is for both tyre and suspension tenders to be released at the same time.

Tech Questions:

There's been a couple of questions posed to me recently around what's ok and what's not as far as the regulations go. Here seems as good a place as any to share these with everyone, so they better understand the current regulations.

Question 1:

Where is the "original location" defined for bump stops on the excels? We are aware of the use of bump stops/rubbers, (and packers even) creeping in, and I want to get my head around what is actually permitted and not.

Answer:

If we look in the 2020 regulations - Preamble (b) Any modification or tuning practice not permitted by these regulations is forbidden. So that means if it doesn't say you can, it means you can't.

11 Suspension (c) - Bump stops are free however if used must be in the original location. The bump stop rubbers original location is on the strut shaft, you may not locate them anywhere else on the vehicle. There's been reports of bump stop rubbers on control arms to limit travel against the chassis, and on the anti-roll bar link pins. If discovered you will be asked to remove them, or penalties may be applied.

As far as packers/spacers are concerned: 11 Suspension (a) (iii) Where an adjustable coil-over damper is used it must be selected from the control suspension list in Appendix 3. The suspension spring must form part of the selected control package and must be used as the manufacturer specified and as defined in Appendix 3, there is no legacy specification or freedoms for these packages regardless of the vehicle logbook date. So adding packers or wedges that were not part of the homologated control package in appendix 3 is not permitted.

Question 2:

A photo was provided showing a scoop protruding below the lower edge of the front bumper, and asking if that was considered ok.

Answer:

A quick look at the regulations: 4.7 INDUCTION: (a) The air filter system is free upstream of the throttle body. (b) The induction system must be supplied only with ambient air. Additional cooling of the intake air is not permitted. This is interpreted as ambient temperature AND pressure, so no ducts creating a force fed intake are permitted. Standard over the radiator, or behind the headlight, intakes are permitted. (c) The entire induction system must be fully contained within the engine bay. So it's clear that all components must be inside the engine bay. Hanging below the bumper is not inside the engine bay.

The only section of the regulations that references allowable front facing ducting is brakes; 10. BRAKES (i) Brake Cooling (ii) It is permitted to fit a single duct to the braking system of each front wheel, solely to direct ambient air from the existing unmodified opening in the standard front bumper bar to each front brake rotor. Each brake duct must be wholly contained within the external shape of the standard bodywork and must not be visible when viewed from the front of the automobile (except through an opening in the front of the duct). The front disc brake backing plates may be modified for the purpose of an attachment of a brake duct or removed in their entirety

CEMC:

A few of you have heard the rumours, and I can confirm that as of this week the CEMC no longer exists. It's been disbanded and replaced by the national body, Circuit Excel Racing Association (inc). Right now I don't have a clear idea what that means for me as your CEMC State Delegate. I no longer have committee to serve on for the moment, but new things are developing. There is a new technical advisory group (TAG?) being formed that will report to the CERA committee, it's made up of some pretty clever people Australia wide that have been involved in racing and category regulation for many years. Like the rest of us

that are on committees, they're volunteers too, so even if we don't agree with them, we have to respect that they've chosen to help us in their spare time to make a great category even greater (did I just quote Trump there?.. Damn it). They won't get to make final decisions, the committee will do that, they'll be our consultants and advisors on matters technical. Potentially the former CEMC delegates will be the interface between clubs/competitors with questions, and the TAG. Watch this space The great news is we have someone from SA who has been asked to join the TAG. He's worked with the other members before in other categories, has a strong background in race engineering across multiple racing disciplines, and he has a keen interest in seeing Circuit Excel having a sustainable long term future. Once all is confirmed I'll introduce him to you all, but for now I'm going to leave you guessing.

There has been a lot of work behind the scenes to register the national incorporated association for Circuit Excel. Our Vice President, Andrew Young, has been busy as part of establishing CERA and will provide a separate update.

Some discussion followed regarding heads and potential changes with new technical committee - Paul says a couple of things in discussion, valve clearances between combustion chamber and valve pocket sizes. Also said people need to be aware some heads legal in 2019 may not be legal in 2020, and expect to be found as such if asked to remove a head for inspection at an event by scrutineers. Nick Skaife asked if there was any discussion in CEMC/CERA regarding potential control engines, Paul Falco said no discussion has occurred to date. Nick also asked if there is or will be database of sealed engines and components. Andrew Young confirmed SA already maintains such a database which is stored on Dropbox, but other states have different systems, of varying degree's of information and coverage.

Bathurst

Paul and Andrew confirmed the promoter will be issuing refunds for those who now cant attend due to date changes and COVID restrictions.

## **7. Circuit Excel Racing Association**

As of the 21st of July CEMC was wrapped up as the representative National body for Circuit Excel. The body that now represents Circuit Excel is the Circuit Excel Racing Association which is an associated incorporation that is officially affiliated with Motorsport Australia. CERA has been setup to provide legal protections to the office bearers that were exposed previously under the CEMC model.

CERA is currently in discussions with Motorsport Australia on several issues so there will be some exciting news to come into the near future. CERA has been setup as Management group for Circuit Excel and has set up a Technical Sub-Committee that will address the areas that CEMC was looking after in the past. With CEMC being disbanded the CEASA committee has discussed the role of the CEMC Delegate and we have agreed that this role will now be known as the SA Technical Delegate so Paul Falco will carry on with this role. Paul will be the SA contact for technical issues and will be the conduit for CEASA with technical communications with the CERA Technical Sub-Committee and Motorsport Australia. The other states have now also adopted this model.

The delegates to the Association Committee are:

President: John Broadbent

Secretary: Bruce Phillips

Treasurer: Andrew Young

Mick Crossland

Brad McNess

The Tech Sub-Committee at the moment consists of Shane Beikoff, Ken Rowse, Lindsay Martin, Craig Walkom and Laurie Griffin.

The CERA website is now functional but still in the build stage (<http://circuitexcelracing.com.au/>). The Tender documents that were developed under CEMC then with input from CERA have now been released for the control suspension package and control tyre. These are located on the CERA website (<http://circuitexcelracing.com.au/tender-documents/>)



## 8. Promotions

### Sponsorship:

Nick reported that GH Haulage, U-Pull-it and Lonsdale Auto Service Centre are staying on board as series sponsors with financial contributions from Shannons Insurance as partners on the Window banner, Federal Tyres (control tyre rebate), and Burson's providing giveaways for random prize draw's.

Round sponsors are as such:

Round 3 - Mallala: RPMT / Flowrite

Round 4 - The Bend: Evolution Crash

Round 5 - Mallala: Misch's Excel Garage

Nick will be handing out round and series sponsor stickers on Friday at Mallala (with assistance from Lisa on Saturday) - please look after the stickers as there is no spares.

Darren Matiske asked if people can continue to run the Josh Hoare banners, Nick said he sees no issues with that, but Nathan Green advised running that banner could be non-conforming to CAMS sticker regulations.

### Promotions:

Nick reported how Matthew Totani, via his Mr Dusty Media, has been showcasing his creativity to bring competitors stories to life through his videos which have been posted on the Circuit Excel Facebook Page and his YouTube channel.

Recently, Matt visited Check It Out Graphics to film and interview Asher and Simon while they wrapped a special car intended for the CFS volunteers Martyn Butler is involved with. You can take a look at the video

at <https://www.facebook.com/circuitexcelsa.com.au/posts/3955496391191108>. Martyn and his business, Lonsdale Auto Service Centre, was also the subject of Matt's last video.

The aim is to produce more video content that showcases the great people involved in our category away from the racetrack. We think you can never have too many driver profiles and member orientated content, so, if you would like to be involved, please get in contact - there is nothing wrong with self-promotion! Finally, Matt and Lisa will be making appearances during the State Round to conduct simple driver interviews and Facebook Live Streams. These are aimed at capturing the fun and positive sides of the event for those not able to attend in person. If drivers are willing to share in-car footage after the event, Matt will use it to collate into a summary video.

Nathan Green moved a motion that CEASA cover costs for media accreditation to Bronze level (up to \$200) for both Matthew & Lisa Totani as a thank you for their time in promoting the club and category. Motion seconded by Andrew Young, and majority of members present in meeting approved the spend. Motion carried.

## **9. General business**

Andrew Young - RPMT update - no presentations post heats and finals due to COVID. When checking grid positions at RPMT headquarters, please practice social distancing. Heat winners will be interviewed by Richard Crail, and collect trophies and prizes individually. Watch RPMT Facebook feed over weekend for updates.

## **10. Set date for next meeting and close**

Next meeting - Nathan Green suggested a COVID safe in person technical focused social meeting at Martyn Butler's workshop in a month - Thursday 3rd September . Discussion zoom online versus in person meetings ongoing, general favourable for zoom, but people happy with a mix. Next club meeting - Tuesday 29th September.

Meeting closed 9:50pm.

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*End of minutes.*