



## CIRCUIT EXCEL ASSOCIATION OF SOUTH AUSTRALIA

### Annual General Meeting – Minutes

Monday 13<sup>th</sup> November 2017

1. Meeting Opened 7:33pm at TAFE SA Regency Park campus. Nathan Green in Chair.

Present: Andrew Young, Ashleigh Bennett, Wayne Pannowitch, David Shaw, Nathan Green, Martyn Butler, Paul Falco, Shane Chancellor, Jay Donald, Shaun Pannowitch, Simon Wills, Asher Johnston, Gil Slade, Richard Hopkins, Jason Thiele, Richard Bailey, Misch Nowickyj, Shayne Nowickyj, Danny Beljon, James Zeitz, Kain Armstrong, Kym Armstrong, Danny Maul, Leon Bondarenko, Nick Scaife, Paul Turnbull, Justin Wanzek, Darrin Field, Jayden Wanzek, Susan Quigley, James Benford, Matt Dellamalva, Ethan Fitzgerald, Scott Tiller, Lisa Totani, Kane Matheson, John McGarry, Mitchell McGarry, Matthew Totani.

Apologies: Graham Hewitt, Danny Clemente, David Burn, Scott Stephenson, Paul Cook, Anthony Bezinna, Brett Forrest, Adam Young, Graham Hinks

2. Minutes of previous AGM (2017): Accepted - moved by David Shaw, seconded by Martyn Butler. **Carried.**
3. Actions from previous AGM minutes: Nil.
4. President's Report:

*Welcome everyone, including guests and especially those first year members.*

*2018 has been another strong year for Circuit Excel Nationally and here in SA. We have seen significant change going to a 5 round series with the inclusion of The Bend, which has created much excitement but also challenges with a new facility, owners and cost structures to contend with.*

*Entry numbers on the whole have been strong with a number of notable additions to the series in 2018 who appear keen to continue into future seasons. Even throughout the season I have fielded numerous enquiries from competitors as far afield as Mildura and Broken hill looking to join the series. Entry numbers have not reflected the total competitor base due to commitments and cost, which is a challenge going forward.*

*CEASA have been lucky with sponsorship this year, which took some effort to get over the line.*

*In 2018 we had the following series sponsors:*

- *Stillwell Hyundai (Cash)*
- *U-Pull-It (Cash + Credit)*
- *Federal (Rebate)*

*We welcomed the following round sponsors:*

- *Round 1 – Nil (Stillwell on Trophies)*
- *Round 2 – Lake Albert Caravan Park*
- *Round 3 – Flowrite (+ others – RPMT)*
- *Round 4 – GH Haulage*
- *Round 5 - Yardstick*

*Simple inclusion of Sponsors Logo on trophies has been well received. Different style of trophies were well received, and a flexible relationship formed with Trophy supplier allowed trophies to be printed at relatively short notice, accommodating changing requirements of round sponsors.*

*The competition throughout the field has been strong throughout the season, with the different tracks highlighting unsung skills of many who were strong straight out of the box, quickly learning the configuration. The battle for the championship title, while worlds ahead of the mid-pack, was a close battle every round, with commentators and bystanders alike commenting on how competitive the battles were. There continues to be evenly matched competitors throughout the field. On the whole, Driving standards have been reasonable, with many of us continuing to learn race craft, in particular for me - when to have a go and when to maybe sit back. We need to keep an eye on things and the inclusion of a DSO/DSA would improve the quality and frequency of dialogue with the Tower. Obviously the officials have done a great job again and the dialogue between the tower and category has been welcomed when managing the program.*

*Off the racetrack I have been building on relationships locally and interstate. At present we have an open dialogue with QLD & Victorian committees (NSW dropped off with another change in personnel). SA can be proud that we show stability in our approach to the category which has always been there, in particular the consultative approach we take to technical review.*

*The key challenges I see for the club are our place in sensible regulation development or change, and sustainable growth of the category.*

*We were complimented with the notion of a CAMS backed National series (albeit a bit muddy), which prompted further engagement between states to define what each state is seeking. Between each of the presidents, the sentiment was unanimous that we would consider the third party proposal, acknowledging there was minimal commercial risk to the individual clubs. We did agree that that the priority of the clubs is to represent the majority who want to participate in affordable competitive grass roots racing. We agreed to continue to explore the opportunity to give those who “Excel” at our sport a greater stage to perform on, which could subsequently promote the category.*

*In the interim, the would-be promoter lost interest and refrained from responding to phone or email correspondence. I contacted Simon directly who confirmed they had gone cold on the idea. We are in dialogue with key stakeholders to explore the opportunity of a mini-series, supporting existing events such as the RPMT, or would be nationals, so those who wish to travel have a destination.*

*Another key improvement is active engagement with the members (and vice versa) which is critical going forward so we can make appropriate moves in the best interest of the category and Club level motorsport across the country. While resources didn't extend to it in 2018, a member survey said to be more effective than the few responses we receive to date.*

*Most importantly we welcome the friendly banter and competition throughout the paddock. The amount of support individuals and squads show for each other and their fellow competitor is fantastic and importantly everyone has been welcomed with less quibbling over issues we may have seen in the past.*

*I look forward to many seasons of friendly racing, banter and friendship from club members and fellow membership alike.*

#### 5. Secretary's Report:

*In the past 12 months, the association has launched a new professional looking, easy to browse website, with up to date information, such as calendar, results, and guides (driving standards and beginner's information pack). Proper email accounts were also implemented to reflect a more professional appearance for external communications. Research also commenced on third party software applications to automate the management of members, which will provide an online payment option for membership renewals, which the club is hoping to launch for 2019.*

*After a reasonable investment in time to update our points calculator (to remove bugs in the system and handle an expanded 5 round championship), plus co-ordination between committee members on race weekends, round results were calculated directly after the conclusion of racing, allowing for accurate awarding of trophies for podium placegetters at presentations. For the final two rounds, season points were also published within 24 hours for those keen to reflect on their season.*

*2018 saw the association invited to display a car at the Adelaide 500 as part of a broader CAMS display show casing various grass roots motorsports in SA, with Circuit Excel representing the State Motor Racing Championship (tarmac racing). A display at the Adelaide 500 has been discussed prior by the club, but ruled out on cost grounds, so to be invited free of charge was a great opportunity to showcase the category to motorsport fans who may not be aware there are attainable categories outside of those at V8 Supercar events. The association would also like to thank James Benford for making his car available for the display and transporting there and back. The association also produced a number of A5 flyers at very short notice to give away at the display, with a large number printed to be used at other events and display opportunities.*

*Whilst we had the above successes, a push to make on-board cameras at race meetings compulsory (to assist Stewards in hearings, to hopefully reduce incidents and educate members on driving standards) failed to come to fruition, due to the Sporting Car Club not willing to write category specific rules in the Supplementary Regulations.*

6. Treasurer's Report:

- Wayne reported \$20,330 in the bank account, so steady on last year (albeit with regular small fluctuations due to the outgoing Bathurst deposit and incoming sponsor payments).
- Australian Tax Office has not yet responded to two applications for an ABN/ACN, with no return contact to explain why application has not been processed.

7. CEMC Delegate Report:

- Andrew reported that the recent focus by the CEMC has been on sourcing aftermarket options for hard to find parts, such as pistons, with the intent of adding part numbers to technical regulations in the future as a way of creating a control parts inventory for the category, with items sourced through Bursons Automotive where possible. Options for sourcing gear selector forks are continuing to be explored.
- Meetings with suspension suppliers have concluded, with a discussion paper on options for the next control suspension package coming soon for member consideration.
- The CEMC is aiming to do a comprehensive re-write of the technical regulations, to ensure all rules affecting Group 3E Circuit Excel are contained in the one document specific to the category, removing the need to refer to technical regulations in other documents (such as Group 3E Production Cars). As part of the process, the CEMC has requested feedback through each state delegate, on areas within the technical regulations which could be considered open to interpretation (i.e.: "grey areas"). Andrew reported he has only had two replies after sending an email out for feedback to SA members, but members can still submit feedback to him to pass on.
- The creation of a promotions sub-committee within the CEMC (allowing main committee to focus purely on technical regulations) is still in its infancy, with the sub-committee likely to comprise each state club President.
- After the CEMC requested feedback from each state (through their delegate), on members satisfaction with the current control tyre option, it was determined a consensus existed that there was no strong demand for a new control tyre option. As such, the previously planned tyre tender (intended to follow the next control suspension tender) has been dropped, after confirmation from CAMS that a category does not have to regularly run tyre tenders as due course. Instead the CEMC will continue recent negotiations for more consistent and beneficial tyre purchasing deals with suppliers across each state, although a small increase in price is expected due to the drop in the Australian dollar.

8. Eligibility Officers Report:

- David reported in 2018, no complaints regarding eligibility were submitted to him, which hopefully indicates that teams and individuals are happy the field in SA are staying within the confines of the rules.
- Reported all cars ran over the diff checker without issue, and that an audit on rear spring to ensure compliance was conducted during the year.
- Also discussed challenges faced by an eligibility officer, when performing checks on cars, with Scrutineers imposing conditions regarding suitability of tools, specifically

mentioning how Scrutineers did not allow for checking of wheel track due to not being satisfied with the measuring tape to be used for the process.

- Discussed desire to see rules introduced that defines when “wrecker” engine need to be stripped down and checked for internal compliance.
- David reported he is standing down from the position, as he will be competing in the category in 2019. Later in the meeting, with no nomination received to cover the role, Nathan Green proposed setting up a technical sub-committee, comprising people with experience with both Excels and scrutineering, to liaise with CAMS scrutineers at race meetings to ensure any concerns or checks are properly dealt with. This sub-committee could also meet with front running teams to get input that can be shared with our CEMC delegate to assist in ongoing reviews of the technical regulations. Nominations for such a sub-committee were received from David Shaw, Paul Falco, and Andrew Young.

#### 9. Competition Secretary Report:

- Nathan reported that the calendar for 2019 has been locked in (see below).
  - Round 1: Mallala, 16<sup>th</sup> February
  - Round 2: The Bend, June 29<sup>th</sup> – 30<sup>th</sup>
  - Round 3: Mallala, August 3<sup>rd</sup> – 4<sup>th</sup>
  - Round 4: The Bend, September 14<sup>th</sup> – 15<sup>th</sup>
  - Round 5: Mallala, November 9<sup>th</sup>
- 2019 Circuit Excel Nationals likely to be incorporated into the State Championship Round 2 at The Bend (as CEMC consensus is its SA’s turn to host in 2019). Earlier plans for it to be Round 4 won’t likely be accepted by the Sporting Car Club, due to potential concerns of oversubscribed fields, as that event is already the Group N Historic Nationals, and HQs have also submitted plans to make it their national meeting. Brief discussion that it was not ideal timeslot in the year for Nationals, which have traditionally been later in the year (and means SA competitors will have only had 1 race meeting before the event). However, Nathan advised he delayed in submitting plans to the Sporting Car Club, as a proposal from an independent commercial interest to run a 3 round National series at selected Shannon’s Nationals events surfaced in recent months, however that proposal has since gone cold, and during that time, the opportunity to host it at Round 4 has likely been lost. Then even more recently, Nathan reported he was asked if Circuit Excel would be interested in participating in the final Shannon’s Nationals round at The Bend in 2019, which could be another option for hosting a Circuit Excel Nationals.

#### 10. Promotions Committee Report:

- Nil

#### 11. CAMS State Council/Motor Race Panel:

- Nathan reported that majority of business from both is of a general business nature (e.g.: constitution), and little to nothing of concern for Circuit Excel. Discussed the time and effort required from the State Council to produce a calendar which does not have clashes with other state or national events.

12. General Correspondence:

- Ashleigh reported annual renewal form for CAMS affiliation arrived and has been processed and submitted by the treasurer.
- Reported an email received from The Bend, promoting a new track day product called “The Bend Club Days”. A single day event, initially offered only on the West Circuit, with four clubs involved, each receiving 4x 30 minute track sessions, with a choice of untimed speed events (i.e.: powercruise), timed speed events (regularity, sprint), or races for clubs whose members have log booked cars and competition licences. Best value of these is the “Silver Session” at \$5000, which is third club on track, timed events with transponders provided (speed or race), 3x trophies, and use of paddock garages & carports (club decides allocation). Ashleigh noted that if a field of 20 competed, it would cost each driver \$250, an extremely competitive price compared to Sporting Car Club rounds. A further follow up advised the East circuit would be available to use later in 2019 once a stand-alone pit paddock is completed.
- Correspondence received from member Kym Armstrong, who is happy to display Circuit Excel event advertising on his and Kain’s car whilst it is displayed outside Webb Tyrepower. Simon Wills to action.

13. Election of Office Bearers, Delegates and Sub-Committee’s for the CEASA for 2018. The following individuals were elected:

- **President: Nathan Green**  
Elected via blind ballot. Carried.
- **Vice-President: Leon Bondarenko**  
Nominated by Paul Falco, seconded Nathan Green. Carried.
- **Treasurer: Wayne Pannowitch**  
Nominated by Susan Quigley, seconded Gil Slade. Carried.
- **Secretary: Ashleigh Bennett**  
Nominated by Wayne Pannowitch, seconded Andrew Young. Carried.
  
- **Eligibility Officer: Not filled.**
- **Competition Secretary: Simon Wills**  
Elected via blind ballot. Carried.
- **Promotions: Simon Wills**  
Nominated by Leon Bondarenko, seconded by Wayne Pannowitch. Carried.
- **CEMC Delegate: Andrew Young**  
Nominated by Susan Quigley seconded Richard Bailey. Carried.
- **CAMS State Council/Motor Race Panel Delegate: Nathan Green**  
Nominated Richard Hopkins, seconded Andrew Young. Carried.
- **CAMS State Council/Motor Race Panel Alternate: David Shaw**  
Nominated by Danny Maul, seconded Simon Wills. Carried.

#### 14. Constitution:

- With the club for the first time ever conducting a contested election, Ashleigh highlighted areas in the constitution that if changed, might help improve the process of running future elections. The following changes will be written in to the constitution after a show of hands vote – Carried.
  - Allowing proxy nominations to be submitted up until the commencement of the AGM
  - Clarifying that a proxy nomination can be submitted by any electronic means provided a record of nomination is maintained and can be audited (i.e.: email, recorded voice message, or text message).

#### 15. Memberships & Fees:

- Ashleigh raised a suggestion for the association to review and possibly update membership structures, by defining new membership types that correspond with a member's connection to the club. Of concern raised was the lack of restriction on membership eligibility, which creates opportunity for memberships to be miss-used to obtain a voting majority if people ever felt strongly enough to do so. Concern was raised that this would increase the number of members, which would move the club closer to a higher CAMS affiliation fee, but it was countered that it would merely re-organise the breakdown of the same number into new categories. Feedback provided at the meeting indicated that the members and the club need to agree on who is eligible for membership or who has voting rights. Another suggestion was for all memberships to be ratified at a committee or general meeting. Ashleigh asked for feedback and thoughts to be sent to him so the club could review options and determine any further action.
- Motion moved to introduce a \$5 levy on all memberships, with proceeds raised being donated to South Australian Motor Racing Officials Association for them to use as they see fit, to help encourage officials to attend state rounds. Show of hands vote - Carried.

#### 16. Other Business:

- General discussion regarding how the association or its members might be able to assist the SA Tarmac Junior Development Program (JDP). Lisa Totani requested a copy of the member's mailing list so the JDP can directly contact CEASA members to seek driver trainers it's for next program – Ash Bennett to action. Danny Maul advised that any donation of 15 inch tyres would be highly welcomed. Nathan Green reported that one of the areas the JDP would like to improve is the presentation of cars, suggested the JDP would make available an entire car to anyone willing to wrap or sign write it to advertise their business. Other discussion involved ideas of CEASA and members building a full race spec Circuit Excel for the JDP, or doing working bee's to prep current JDP cars.
- Gil Slade reported on his experience doing his 8 hours trackside for his licence upgrade, recommended drivers do their trackside experience before beginning racing.

- Richard Bailey reported details on upcoming Scout Jamboree, and requested anyone interested in participating as a driver coach to contact himself or the club.
- Members expressed concern about non Circuit Excel competition cars, with significant speed difference, being mixed into Circuit Excel fields for either practice sessions or qualifying sessions at recent events. Nathan Green to action by contacting both promoters and circuit managers to request Circuit Excel get sole use of track sessions.

17. Meeting Closed 9:57pm.