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| circuit excel association of south australia |
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**2nd Quarter 2018 General Meeting – Minutes**

Monday 7th May 2018

1. Meeting Opened 7:30pm at TAFE SA Regency Park campus. Nathan Green in Chair.

Present: Nathan Green, Ashleigh Bennett, Andrew Young, Wayne Pannowitch, Leon Bondarenko, James Benford, Asher Johnston, Shaun Pannowitch, Martyn Butler, Jay Donald, Lisa Totani, Tony Gagliardo, Kym Armstrong, Kane Armstrong, Richard Hopkins, David Shaw, Christ Fitzgerald, Ethan Fitzgerald, Misch Nowickyj, Shane Nowickyj.

Apologies: Graham Hewitt, Shane Chancellor, Gil Slade.

1. Minutes of previous GM (February 2018): Accepted – moved Leon Bondarenko, seconded James Benford.
2. President’s Report.
   * Nathan welcomed everyone, and noted a good round 1, with healthy numbers, and few incidents, followed by a successful visit to Bathurst by the SA teams.
   * Still looking for someone to take on a Promotions role for the club, which Nathan has been managing in the interim. Has focused on building the relationship with Stillwell Hyundai, with the next meeting planned to be at their Nailsworth dealership, and we are looking for a car to display at the dealership between Round 2 and 3. Stillwell are also planning a display at the next round at The Bend, with a i30N on display, and Nathan encourages members to visit the dealership for a test drive (it is amazing), plus continue to share or plug their Facebook page.
   * Nathan is also working on bringing in U-Pull-It as a second tier sponsor, with vouchers provided as prize money for competitors.
   * Nathan asked members to buy through SA Motorsport Tyres, who through Federal, are providing a discounted price on tyres, with a rebate returned to the club. Due to a clash of events over Round 2, Mark Povey and his team won’t be at the track, however, he has arranged for Kensington Tyrepower to be onsite and provide the free trackside support for SA Motorsport Tyres customers, and they will have a limited supply of RSR’s with them (Nathan urged people should purchase before the round to ensure there the small stock is exhausted at the track).
   * Still looking to bring aboard more sponsors.
   * Nathan also acknowledged the efforts of Asher Johnston and Simon Wills who are organising the promotion and prizes for the Ryan Pannowitch Memorial Round. Asher reported that the Sporting Car Club of SA are happy for the heat style format utilised last year to be run again.
   * President briefly discussed the tools club use to manage and communicate with members, and advised the club is considering purchasing third party software which will run manage the membership, allow online subscription and payments, and streamline email communication. Asked if members are happy with a small investment (in the hundreds of dollars) to support this if required – members were in favour.
3. Secretary’s Report.
   * Nil
4. Treasurer’s Report:
   * Wayne reported there was just over $20,000 in the bank account, but will be just under $20,000 once the payment for the 2017 CAMS Club Challenge is deducted. Currently 64 financial members, with 45 log booked cars.
5. Eligibility Officer’s Report:
   * David Shaw reported he once again checked for locked diff’s at Round 1, nothing more to report.
6. CEMC Delegate Report:
   * Andrew Young reported the CEMC is continuing its process of moving to a single make suspension supplier, and is hoping to formalise the final list of suppliers for consideration by member clubs by June, with only XYZ Suspension yet to make any representation to the CEMC regarding its product. Also reported CAMS asked that the next tyre tender be prioritised and conducted sooner rather than later.
   * Andrew also reported for anyone in beginning an engine rebuild, documents explaining the engine sealing process are on the CEMC website (austcemc.org), Ashleigh Bennett also advised documents are also available on the CEASA website.
   * Andrew Young discussed how a suggestion from the Queensland delegate was put to the CEMC to allow for the throating of heads (valve seats), due to irregular castings between heads, and to prevent people having to purchase multiple heads to find the best flowing one. David Shaw added that the rule could possibly work if a machining tool was fabricated to achieve the same result on each head, and with who can perform the machining regulated (possibly a single entity selected and stipulated per state). Feedback amongst members was that such a proposal is a step towards a control spec head, in which case, more consideration and investigation should occur as to what further components (or the entire head) could be better regulated or controlled. Once more information is gained, than it would be further considered, however some concern was expressed over the additional cost a full control spec head would add to the category.
   * Another request put to the CEMC was to allow the rear strut top holes to be allowed to be opened to a greater diameter of 110mm to allow coil overs to be camber adjusted at the strut top mount. Concerns were expressed that removing such a large amount of material around the strut mounts could compromise structural integrity, and further research should be conducted first, such as mandated strengthening around the mounts or the use of a strut brace if performed.
   * Andrew also advised the Queensland delegate asked if multiple spring options be allowed in the technical regulations. Feedback from members were that no more changes be made to suspension regulations, and instead any changes be incorporated Into the next control suspension tender and regulation change process.
   * Andrew Young discussed how the CEMC was exploring sourcing and adding to the technical regulations, aftermarket parts which are currently unable to be sourced, including pistons and 3rd to 4th gear selector forks. Discussed how an initial batch of pistons sourced through Burson Auto Parts were actually for ED/EC motors (with flat top piston head), but Burson’s have indicated they have sourced a batch of pistons with the crown dome head, which will cost $175 per set (not including rings).
   * Andrew mentioned how the role of the CEMC was discussed internally, with a consensus being that the committee’s primary focus needs to remain on guiding technical regulations, and it should avoid being side tracked by promotions roles, with some early discussion about forming a promotions sub-committee. Andrew also mentioned how the CEMC was considering how best to ensure information is sent out to each state and feedback and votes are returned to ensure each state delegate is fully liaising with their members. Options for emailing directly to competitors, and voting via third party tools such as Survey Monkey were considered. Some concern was raised that any use of such a survey tool had to ensure questions are impartial and not biased to return a certain result, and how the CEMC ensure the list of members from each state delegate was full and correct.
   * Andrew asked how many would look to travel to attend a Circuit Excel Nationals held at the Phillip Island as part of the Victorian CAMS state round from 29th to 30th September, with many showing interest. President Nathan Green wanted it noted that the event does clash with the Victorian Excels club championship round being held the same weekend at Winton. For 2019, when SA is expected to host the Nationals, Nathan Green said he has talked with the Sporting Car Club of SA regarding incorporating a National Circuit Excel meeting as part of a state round, and has also talked to The Bend directly about venue hire costs if a standalone event was required.
   * David Shaw discussed how the CEMC and other states viewed a Junior Development Program as run independently here in SA. Stated Queensland were potentially interested in setting up a similar program, but other states did not see any benefit to them. There was informal discussion as to how or if the CEASA should establish a formal relationship with the SA JDP.
7. Promotions Committee Report:

* Covered in the President’s report.

1. Competition Secretary Report:
   * Nathan Green reported he had received some feedback that some members found the schedule too tight for Round 1 with so many events squeezed into a single day, and has asked members for their thoughts on event formats if people have preferences for single day or 2 day events. Nathan was also hoping to get feedback why the AASA run Australian Motor Racing Series round at Mallala failed to attract a reasonable field of Excels.
   * Asher Johnston wanted feedback on whether showing a black flag to an entire field was legal (as was done at Round 1 for kerb use).
   * Nathan Green suggested many members are unaware of the regulations regarding re-fuelling in the pits, which requires a 4.5kg extinguisher present, and materials to contain a fuel spill. Said he will monitor how these rules are enforced at The Bend. Ashleigh Bennett suggested the club provide an appropriate space for refuelling for members, Richard Hopkins advised his company would be willing to donate extinguishers for such a setup.
   * Nathan Green said he will look into group booking garages through the club to as potential cost saving for members since it eases the workload of the Sporting Car Club of SA in managing garage bookings.
   * A suggestion from a member to consider holding reverse grid races at Circuit Excel events was discussed, with Asher Johnston reporting that CAMS regulations do not allow such races in a CAMS championship.
   * Nathan Green reported Round 4 is a 2 day meeting which will be held on the West circuit at The Bend, and Round 5 is a single day meeting at Mallala, but not aware if that includes twilight racing (also noted such a meeting requires extra costs, resources and considerations such as meals for officials).
   * Nathan acknowledged the published point score on the CEASA website has been slow to be updated, due in part to the manual process of calculating points. Ashleigh Bennett advised he will create a process which will simplify and speed up the publishing of point scores.
   * Nathan discussed some people have expressed an interest in getting Circuit Excel on the Adelaide 500 program, but warned to do so would involve a substantial ‘pay to play’ (possibly $250,000). Discussed how after Improved Production numbers at state rounds dropped as many were saving to only run at the Adelaide 500.
   * Andrew Young reported Circuit Excel has just been confirmed as being invited back to act as a support category to the 2019 Bathurst 6 Hour, with entry fee’s rising 10%, and category managers (Ross Street and John Broadbent from Qld) deciding the entry fee will now be $1650 with compulsory marquee hire. South Australia will be allocated 10 entries (as per Qld, NSW, Vic, with 8 to WA, 2 to Tasmania, and 5 wildcards). Category organisers have published recommend guidelines for each state to select their 10 entries, but each state can add other considerations. CEASA committee will consider its process used and distribute a expression of interest form amongst members soon.
2. Other Business:
   * Ashleigh Bennett reported he was approached by paramedics from the SA Ambulance Service at the Adelaide 500, offering free CPR training for members if the club was interested. When put to members, no desire for such a course was forthcoming.
3. Next meeting scheduled for July 23rd at Stillwell Nailsworth.
4. Meeting Closed at 9:41pm.