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| circuit excel association of south australia |
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**Annual General Meeting – Minutes**

Monday 13th November 2017

1. Meeting Opened 7:37pm 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, Luke Munro, Anthony Gagliardi, Lincoln Till, Jay Donald, Shaun Pannowitch, Simon Wills, Asher Johnston

Apologies: Graham Hewitt, Danny Maul, Darin Field, Darren Mattiske, Richard Hopkins

1. Minutes of previous AGM (2016): Accepted - moved by Martyn Butler, seconded by Paul Falco. **Carried**.
2. Minutes of previous GM (August 2017): Accepted – moved by Martyn Butler, seconded by Simon Wills. **Carried.**
3. Actions from previous AGM minutes: Nil.
4. President’s Report:
* Nathan reported on the previous year, commenting that a focus was on value adding to members of the association, such as better publicising alternative events for Excels, such as hill climbs, and the publication of an information pack for people new to the sport. Nathan also comment on the growing profile of Circuit Excel, highlighted by the successful negotiation towards a Bathurst 6 Hour support category, consistently having the highest entry numbers at race meetings in SA, and the running of a special article in Auto Action. Nathan remarked the year was highlighted by a highly successful trophy round being the Ryan Pannowitch Memorial Trophy, CAMS adding Circuit Excel to Shannons Nationals events, CEASA winning the CAMS Club Challenge in SA, plus having the closest fields at hill climbs, and how the SA championship was for the first time contested and won by interstate competitors.
1. Secretary’s Report: Nil.
2. Treasurer’s Report:
* 2 new recent members, for a total of 84 since inception of the association, with 43 current financial.
* $15222 in the CEASA bank account
1. CEMC Delegate Report:
* Andrew began by reporting that there has been some initial discussion regarding each state hosting/nominating a ‘Blue Ribbon Event’ for Circuit Excel, with the Ryan Pannowitch Round being the designated one for SA, and Shannon’s Nationals at Queensland Raceway for Queensland this year, but no suggestions have been fore coming from other states.
* The CEMC has got clarification from CAMS regarding what constitutes data logging. Any means which uses the OBD2 connection is illegal, but car independent technology such as smartphones/GPS, trackside laser timers, AIM2 sensors are allowed. Also reminder pit-to-car communication is allowed, but car-to-car communication is illegal.
* Following on from requests from SA and WA with concerns regarding rotor cracking, the CEMC will apply to have J2 Lantra hubs, brake callipers and rotors added as an option for the 2018 technical regulations. This will allow Circuit Excel competitors to either continue with the current captive rotor hub assembly, or change to a floating rotor hub assembly. Andrew advised he will publish part numbers to assist members to track down appropriate parts, and discussion suggested the J2 Lantra changed to a floating rotor assembly with build dates of March or April of 1998.
* Andrew reported the Queensland association was approached by a differential specialist who offered to fabricate custom worm-gear differentials for the category at a cost of $900. Discussion followed whether differential regulations should be changed, either allowing aftermarket diffs, or a controlled or sealed diff. A vote was held which returned a unanimous result to keep the regulations as they currently are.
* Documentation for sealing “wrecker” engines will be released in the near future. David Shaw indicated he was happy with the current process for re-built engines. Further clarification both David and Fred Severin are approved engine sealers for Circuit Excel in SA.
* CAMS and CEMC currently assessing options for a mandated dorian timer mounting location, and will advise when finalised.
* The CEMC is still working on the next controlled suspension package due in 2020, with criteria focusing on dyno ability, consistency and after sales service. The CEMC has invited and has (or will soon) received professional input from David Burns (Brown Davis), Greg Nolan (Spax) and Simon Wills and Oscar Fiorinotto (Supashock). There has been some feedback from Queensland that competitors there would like the regulations to allow for multiple spring packages to allow the car to be better tuned to suit a circuit, but following discussion the informal consensus from SA was to maintain single spring package only.
* The CEMC will also likely pursue a tyre tender in 2018 with the intent to update the control tyre in 2019. This has been prompted by the association being approached by MRF Tyres, who wanted to supply a control tyre in return for a naming rights sponsor deal. Due to Circuit Excel not being a promoter run series no deal was able to be negotiated. Discussion that perhaps MRF tyres could be approached for a tyre supply and naming rights deal for the Bathurst 6 Hour support races.
* Further discussion regarding pricing for the current Federal RS-Rs, with a vote determining members were more interested in a raw price for a loose tyre than a package fit, balance and trackside support price deal.
* It was announced that CAMS inspected a recent Tarmac Junior Development Program run by member Darrin Mattiske, and has decided to fund his program to double the number of participants from 12 to 24 places, and are considering expanding the program to other states, with a possible tie-in to Circuit Excel. David Shaw suggested that the CEASA approach Darrin to integrate his JDP into CEASA, with the aim of lowering the costs of the JDP so they don’t need to pay CAMS affiliation fee’s, to look to supply resources to the JPD through tender deals, and to provide participants a better pathway to circuit racing, and capture new members for CEASA. No objection to the suggestion was raised by members.
* With the Circuit Excel Nationals approaching, there has been some concern raised to the CEMC about cars in other states breaching technical regulations for a performance advantage. Discussion was held regarding if ECU ballots should be conducted (to eliminate any gains from competitors running illegal ECU’s), and if so, should the technical regulations be updated to mandate a more accessible location for ECUs to assist the process. It was noted that currently SA does not have the resources to implement such a process at race meetings. There was also talk about further engine regulations, such as restrictor plates, engine buying, and weight penalties, but it was agreed to wait until the engine sealing comes into effect before further changes are made to regulations.
1. Eligibility Officers Report:
* David reported at Round 4 he was assessed and passed to become an official scrutineer, which will give him more powers and independence to check competitor’s vehicles. Discussion followed regarding what checks should be his focus – such as should the engines of the top 5 championship placers be stripped and checked, and should throttle bodies be checked and sealed?
* David and Andrew raised concerns about insufficient time for all engines to be sealed in time for Round 1 in 2018, and if dispensation should be sought to run without a sealed engine for that round. Andrew noted the planned engine dyno and sealing night is still in the pipeline but not formally arranged.
1. Competition Secretary Report:
	* Nathan presented the provisional final championship points tally (Sporting Car Club yet to publish).
	* Nathan reported there will be a slight rise in entry fees for 2018, which the Sporting Car Club of SA tried to contain. Ash Bennett reported after the previous State Council meeting, a notice from SAMSSA that they will be charging for their scrutineering services from 2018 ($400 per day for a race meeting, $200 per day for a speed event).
	* Nathan reported that AASA will be holding a round of their newly formed Aussie Racing Series at Mallala on 8th April 2018, and it was indicated to him that they would like to include Circuit Excel as a category.
	* Draft dates for the 2018 Calendar are:
		+ Round 1: 17th February(Mallala)
		+ Round 2: 9th/10th June (Tailem Bend)
		+ Round 3: 4th/5th August (Mallala)
		+ Round 4: 20/21st October (Tailem Bend)
		+ Round 5: 17th November (Mallala)
	* Discussion regarding which round will be Ryan Pannowitch Memorial Trophy, Asher Johnston indicated either the August or October round. Earlier plans to have it at the Improved Production/Saloon Car Nationals have been scrapped as it is unlikely Circuit Excel will able to be accommodated at the event (due to high entry numbers for IP/Saloon Cars).
	* Ash Bennett reported that SAMROA will be stretched for flag marshal numbers with all the extra events in 2018, suggested all members consider doing a day trackside to assist, or refer people who may be interested.
2. Promotions Committee Report:
* Discussion was raised regarding next year’s category sponsors, as a change of management at Stillwell Hyundai, and the store closure of Car Torque Products may see either or both of major sponsors not renew.
* To assist members in approaching potential new category and round sponsors, the need for sponsorship package’s to be documented was raised, along with the possibility of a paid PR person who takes a commission being employed.
* Discussion also surrounded the perceived benefits to members of sponsorship, and if the committee should allocated a portion of the sponsor money to either cover the cost of competing.
1. General Correspondence: Nil.
2. Election of Office Bearers, Delegates and Sub-Committee’s for the CEASA for 2017. The following individuals were elected unopposed:
* **President: Nathan Green** – Nominated by Ashleigh Bennett, seconded David Shaw. Carried.
* **Vice-President: Andrew Young**– Nominated by David Shaw, seconded Ashleigh Bennett. Carried.
* **Treasurer: Wayne Pannowitch** – Nominated by Ashleigh Bennett, seconded Nathan Green. Carried.
* **Secretary: Ashleigh Bennett** – Nominated by Nathan Green, seconded Andrew Young. Carried.
* **Eligibility Officer: David Shaw** – Nominated by Martyn Butler, seconded Andrew Young. Carried.
* **Competition Secretary: Ashleigh Bennett** – Nominated by Wayne Pannowitch, seconded Nathan Green. Carried.
* **Promotions:** No nominations, agreed to remain vacant and role absorbed by general committee until a later date when a nomination is received.
* **CEMC Delegate: Andrew Young**– Nominated by Wayne Pannowitch, seconded Ashleigh Bennett. Carried.
* **CAMS State Council/Motor Race Panel Delegate:** Nathan Green – Nominated Ashleigh Bennett, seconded Wayne Pannowitch. Carried.
* **CAMS State Council/Motor Race Panel Alternate:** Ashleigh Bennett – Nominated by Nathan Green, seconded David Shaw. Carried.
1. Constitution:
* Ashleigh mentioned he has no time to further progress a new draft constitution since starting it earlier in the year. Will report when a draft is ready to be reviewed and edited.
1. Memberships & Fees:
* It was agreed the individual membership fee would remain at $45, and there should be a review of the membership types, specifically family or associate.
* Wayne noted that many members have not provided a mailing address for next year’s membership cards to be sent to. Ashleigh suggested he will send an email out to ask all members to submit mailing addresses, and modify the membership form to make an address a mandatory field.
1. CAMS State Council/Motor Race Panel Delegate Report: Nil.
2. Other Business:
* Motion moved to have on-board camera’s made mandatory at Circuit Excel race meetings in South Australia, to assist Stewards to adjudicate any incidents, and issue appropriate penalties, and hopefully improve driving standards across the field. Motion was passed by majority vote. Ashleigh Bennett will contact the Sporting Car Club of SA to seek to have rule added to supplementary regulations for race meetings.
1. Meeting Closed 10:25pm.