
IPRAA National Delegates Meeting

25/26TH MARCH 2017

Quality Hotel, Sydney Airport , Wolli Creek

Attendees: Garry Mennell (N/A); Leigh Forrest (TAS); Scott Willing (Vic); Steve Jagger (NSW); Drew Lawrence (QLD); Barry Smith (NT); Michael Naquib (SA); Steve Cherry (WA)
Guests, Gary McKay (Vic), Dan Ridley Sat only (NSW), Jamie Weir (SA), Greg Hartnett (Qld), Ryan Jagger Sun only (NSW)

Lyn Starkey (minutes)

Minutes

1 Opening and Introduction

GM welcomed everyone and acknowledged the new delegates attending. Gave a brief run down on the schedule for the weekend

2 Confirmation of minutes

- It was confirmed that some minor changes had been done to first draft as per the emails received.
- No Items of business arising from the previous minutes.
- Noted that a couple of action items had not been resolved but would be reviewed ASAP
- GM had made list and had noted most items where finalized with some to be discussed this meeting
- Minutes accepted DL, seconded SW

3 IPRA Financial Report

- GM tabled 2017 statement; Balance of \$4,522.51cr + NSW cap fees & OTM payment to be added.
- Some states still out standing for 2016 cap fee
- GM advised that IPRAA is now Incorporated with NSW dept Fair Trading and is also in process of getting ABN for invoicing.
- GM asked & confirmed all happy with current \$15 / member fee. Yes from all.
- Confirmation that a club need only pay capitation fee based on total number of fully paid financial membership which have voting rights (ie, not club Social member on reduced fee). Look into current wording of IPRAA constitution to confirm.
- Budget and costing of National IP Web Site to be confirmed. Discussion on web site and what to include, number of pages, what contents would be available through the site, etc. **Action GM**

4 IP Nationals review Vic 2016 event

- G. McKay reported on event
- Entry Fee \$950, 132 cars for Friday with three grids, biggest every turn out for IP Nationals
- Unders had separate heats and final,
- Vic generally happy with event overall. Noted some things could have been done differently
- Acknowledged the difficulty in running Nationals at Island Magic meeting
- Huge turnover of dollars, marquees big cost
- GM noted that not all class trophies handed out.
- G McK confirmed committee addressed some issues after the event.
- GM confirmed order of the Nationals being WA, SA, Tas,

5 Yokohama Presentation

Alan Bradshaw from Yokohama Head Office gave an informative and detailed presentation on all aspects of the tyres. Explained tyre Standards requirements regarding speed & load ratings. He answered a number of questions as well as explanations and reasons of possible courses of recent issues with A050 side wall splitting. Advised that the A050 tyre was "Fit for purpose". Confirmed what the ideal settings should be etc. He advised that he could forward on all of the info to GM for distribution.

6 IPRA Bathurst review 2017

- GM advised that there was 110 E of I, only 60 cars got in for a 55 car grid
- Happy with event and feedback was again very positive
- New Dummy grid was a bit messy and needed to be refined.
- Sponsors all happy
- Have got raw footage and will look at doing highlights DVD
- Advised that it was a \$120K + operation
- 2018 event still to be confirmed

7 IPRA Clipsal review 2017

JW gave report on the event

- Things were rushed with confirmation given late 20th Oct 2016
- 32 car grid with minimum of 18 cars being from SA, this was part of deal with SA Govt.
- 10 members of race committee... in hindsight to many
- Very pleased with event and amount of feedback
- Wanted clean driving, well presented cars
- SA believed they achieved their goals
- Unsure at this stage of any future return.

8 2017 Nationals update WA.

- SC advised E of I are already out with 21 returned to date.. Closing date 30th June
- Committee well in to the planning and also working WASCC
- Top Ten unlikely to happen due to event being part of a scheduled state round
- Unders and Overs split but need to know numbers soon
- Not sure if two grids can be done... 68 cars
- Discussion regarding awards and all agreed all classes to be acknowledged at event
- Discussion and running qualifying session back to back where possible.
- Could be as many as 40 local cars
- GM advised they need to sort out an interstate technical commissioner ASAP

9 GM asked each state to give a rundown of how things are going state by state

Qld

- Good numbers with 32 at one round
- Three tracks used in 2016
- Increase in numbers with 5 new cars by years end
- Good mix of early and late model cars turning up
- 5 rounds in 2017 at QLD Rway and Lakeside
- Have looked at running support with V8's

SA

- 4 rounds in 2016
- Reasonable numbers mid 20's cars running
- Signs of growth,
- Clipsal event has helped with exposure of IP. Also new track should be ready by 2018

NT

- IPRANT now affiliated with CAMS. New committee formed.
- IPRANT has own Association CAMS club now.
- Car numbers up and down a bit with only 4 rounds in 2016
- 5 rounds for 2017 with 9 new cars
- Looking at future IP nationals held in NT, started on raising budget

TAS

- Numbers still poor with very small fields
- Entry fee only \$200. Combined grids
- Run a total of 5 rounds in c'ship
- Need more cars/ competitors

WA

- Reasonably good number in 2016
- Rd 1 already run for 2017 over 20 cars
- Excels have been running with IP. Some of those moving to IP cars
- Expect up to 30 car fields for this year

Vic

- 5 rounds run in 2016 with 38 average per round
- Three tracks used
- Generally membership good
- Rd1 already run for 2017 with 27 cars
- BMW's number growing

NSW

- Membership up slightly in 2016.. Good year for club
- A round 30/34 cars at each event. Combined grids at some events
- Total of 6 state C'ship events.
- Seperate grids for 2017... 6 rounds total
- Both EC and WP entry fees are up
- Round one had 18 O2L and 12 U2L
- Busy start to season ... hopeful numbers will increase

10 AMRC White paper

There a general discussion on the contents and ramifications for IP with some points being raised that could be discussed with Lyn PUNCHON in the video call scheduled for Sunday morning.

Some of the points of note are;

- The addition of another rule set like 3jc will increase the already possible division between EM & LM. There have been significant challenges in the past in getting some rules changes to become progressive by updating any rules.
- We acknowledge the deficiencies and some system short comings and are looking at implementing a new system to address this.
- We believe we can achieve the desired out come by incorporating the changes in to the current 3j regulations
 - By date specified in the CAMS paper we can achieve the requirement to have all current production touring cars eligible with the addition to the rule set of 3 significant technologies to cars that are factory fitted with them.
 - traction control
 - DSG has been discussed and agreed to in principal and looking to finalise in the short term

- ABS which has now been included in 3j.
 - Cars having modern technology are allowed to retain that technology if factory fitted.
- Reference to paragraph 5(White paper), we want to retain the right to modify the rules, this will allow Improved Production to make decisions to keep number strong, by freezing 3ja & 3jb it could detrimentally effect the overall strength of the class. General discussion took place on best course to take with video call for the morning.

Qld presented the meeting with a power point presentation on their thoughts on some of the issues and difficulties within IP and our internal systems etc and a possible way forward (see attached). After lengthy discussion and input from all DL was asked to put together a more detailed working paper on the IPRAA organizational systems.

Action DL

Meeting closed 7.15 approx

Sunday meeting resumed 8.45

11 Proposal for floor mounted peddle box. (Qld)

Qld resubmitted the original proposal with some general points noted and discussed by all.

Voted taken 5 to 2 in favour, Qld, Vic, SA, WA, NT – yes. NSW, Tas – no

Proposal to be formally drafted before submitting into CAMS with final wording to be agreed to by IP after CAMS does initial draft with the outlined intent in mind.

Action GM

12 Video call with AMRC Chairman Lyn Punchon

Lyn spoke openly about the purpose of the white paper and where they see IP currently and in the future Following are some points of note

- 2 or 3 tiered structures catering for next revolution of vehicles
- Simpler the better , being supportive of both new and current cars for 3j
- Specifically agreed with IPRA that we could utilise whatever structure we wanted to achieve the result and that the proposed structure in the AMRC paper was only an idea .
- IP fits between S/sedan & Prod Cars, not to move to close to them or will be pulled back
- Time line is in place with a deadline of late August early September for any submissions into CAMS
- Vince C. will continue to work with IP and liaise with GM on all matters.

13 SA. Gearbox proposal

General discussion on the wording, which was unclear to some and also SA's intent of their proposal. SA decided to withdraw the proposal and review the wording in light of feedback and also depending on the outcome of other items that were before the board.

Action MN

14 WA. Allow DSG/DCG transmission to run in IP

General discussion on the intent to allow if standard equipment from factory with standard ECU.

All agreed in principal to the idea of vehicles that came with these transmission should be able to run them in IP. SC to write up new proposal outlining the intent and criteria etc.

Action SC

15 Restrictor size Vic proposal (draft)

SW tabled and draft proposal which had variable sizes based on a weight factor.

Some discussion on the fact that there seemed to be a low representation of “heavy LM turbo” cars. Aimed to address the disproportionate one size fits methodology and the classes poor relative representation of LM turbo cars against their proliferation as a potential category source. Also aimed at addressing our ability to retain new competitors who come to IP and leave again due to the single size. Discussion around applying a model that included both EM and LM cars rather than excluding EM. Vic proposal is No disadvantage to light EM cars (eg smaller restrictor).

16 CAMS Items

1) Fuel Tanks – Free design/ location

GM referred to an email sent to him from CAMS asking about a change to Schedule N and if it could have an effect on 3J regulation in particular 5.1 (a) & (b). There was some general discussion on this with a consensus that we should adopt the new sch. N requirements for all new 3J log booked cars. All existing cars to comply to requirements when first log booked. GM is to confirm with CAMS that they are happy with our requirements as per 5.1 (b) and to also confirm CAMS position on fact that ok for tanks to be relocated in the boot but not permitted to relocate outside the boot.

Action GM

2) Reference to 3J reg 4.2 (c) removal of the FJ20 engine from the list as its now eligible via the approved Nissan Skyline. All agreed.

3) Schedule J – Standard of cage required national or state level.

GM referred to the email asking if there was going to any change to the wording. CAMS advise the plan to change wording

4) Schedule E – Heat treating of tyres

GM referred to the reply email regarding the confirmation of CAMS position in enforcing point 4 of sch. E. Noted that the practice of heat treating a tyre is almost undetectable and therefore not able to be policed.

5) Schedule J – Strut brace to cage

GM referred to CAMS email regarding this issue. General discussion regarding the allowing of strut bracing as per 3J 9.1 & 14.1 and the requirements as per sch J. GM to confirm with CAMS any concerns they may have and if 9.7 & 14.1 are in fact in conflict

Action GM

17 Items requiring attention moving forward

There was considerable discussion about a number of items that where deemed needed to be submitted into CAMS as per the AMRC white paper. It was felt that the board needed to put up some draft documents that would then be refined after consultation with all parties. SC to work on initial drafts of documents as a starting point on behalf of the board, these included Over 6L, DSG/DCT gearboxes, Traction Control, Tech sub committee and Aftermarket Parts.

Action SC

18 Vehicle ID stickers – As per Qld system

GH gave a brief run down on how their system worked in Qld. General discussion and all agreed it to be worthwhile look at implementing into all states. GH to correspond with GM on this matter with the idea of a National system

Action GH & GM

GM thanked all for their time and attendance and for their input. Believed this meeting to be very productive and we covered a number of imported items. Noted that we had some work to do moving forward and that there was a tight timeline with items that needed to go into CAMS. Asked that we all try to reply to each email sent and keep the line of communication open at all times.

GM advised that there would most likely be the need to use teleconference facilities to get items finalised and also needed any further discussion.

Meeting closed 4.30pm approx

Action items

Note; any outstanding items from 2016 are also to be followed up

National Web site confirm time frame, cost etc	GM
IPRAA organizational systems.	DL
Drafting of Floor MPB proposal for CAMS review	GM
6 spd Gearbox proposal (redraft)	MN
Draft paper to allow DSG/DCG transmission to run in IP	SC
Confirm with CAMS regarding Reg 3j 5.1 (b)	GM
Confirm with CAMS regarding Reg 3j 9.7 & 14.1	
Draft papers on Nat.Tech group, Traction Control, O6L, A/M parts	SC
Vehicle info stickers (Qld system)	GH / GM