



Subject:

Alignment of 3JB with 3JA permitted flares rule.

Proposal:

To remove the constraint around body lines and permit the fitment of flares to 3JB cars, in line with 3JA cars.

Date:

1 October 2020

For Endorsement by: Motorsport Australia

Purpose:

- Remove ambiguity around body line constraints within the regulations (minor reshaping)
- Make width of body lines enforceable.
- Provide consistency of appearance across IPRA
- Provide a visual separation of IPRA from 3E production cars and specifically Production Touring cars
- Provide closer alignment of 3JA and 3JB rules.
- Remove the model shopping advantage – where some cars of the same weight and power have very different tyre fitment capability (without significant cost)
- Make fitment of wider tyres a lower cost exercise for some competitors
- Realign IPRA 3JB as a destination for cars doing sprints.

Is this rule proposed to attract new competitors?

Yes.

Many vehicles in sprints (an acknowledged feeder into IPRA) have flares fitted to their cars and as such would be ineligible to evolve into the category without significant reverse engineering and cost. (highly unlikely) IPRA Vision and Mission statements acknowledge Sprints as a feeder category to IPRA.



Other categories are creeping into IPRA rule territory and are indistinguishable to IPRA. It is considered a slight shift in appearance (aligning later model cars with other parts of the category) will provide a more attractive and distinctive motorsport orientated appearance for competitors in this touring car space.

This change does not shift IPRA towards sports sedans, as the provisions are still restrained and align with other segments of IPRA.

Background:

3JA cars have always had provision for flaring of a guard line.

The outcome of this is that the tyre list has been open for fitment, within the constraint of their category segment. As an example, a Celica, an RX7 or an Escort can all fit the maximum tyre size for the category segment, if they chose to.

3JB cars are only allowed minor modifications that retain the original appearance, which creates variations in interpretation. It is known that some cars are more liberal in the interpretation and have 'stretched' guard lines to use a larger tyre. This presents a complex eligibility problem (eg finding genuine reference guard lines for cars that may be 35 years old).

Whilst the tyre list is theoretically open, some vehicles cannot fit tyres from the list due to the body line constraints. The solution is either custom uprights and/or shock absorbers at significant cost, which represents an unnecessary inherent disadvantage to some competitors.

In practical terms, despite appearing to be so, the open tyre list is not open under the current rule set.

Two cars of equal weight and power can have significant differences in tyre fitment capability. This variation has no principled position in IPRA, when compared to 3JA rules.



Vehicles that are attempting to transition into IPRA from Sprints often have modified guard lines and flaring.

Both Queensland and New South Wales have experienced a complex overlap with organisers in Production Touring cars impinging on IPRA’s competitor base, with cars that look essentially identical to 3JB IPRA cars. This has cost the category significant competitor numbers in some states. The same organisers are now attempting to establish themselves in Victoria.

Intent:

- To allow 3JB cars to flare their guards, if they chose to.
- Aligning 3JB with 3JA cars general appearance.
- To allow all 3JB cars to fit any tyre from the tyre list.
- To remove obstacles for cars/competitors transitioning to state level racing from Sprints.
- To remove the advantage of model shopping (body line)
- To lower the cost of creating the best racing platform.
- To create a sporting visual difference for prospective competitors.
- The choice remains with the competitor, just as it has always done with 3JA.

Proposed wording:

Submitted to Motorsport Australia for formulation in accordance with the documented intent.

Notations:

Vote by	
Executive Member Name	
Was this distributed to all members	
Date distributed (if applicable)	
Date accepted by National board	
Read out by:	



IMPROVED PRODUCTION RACING ASSOCIATION of AUSTRALIA

Witnessed:	
------------	--

Was the proposal accepted:

Feedback:

Signed.....State.....Date.....