

VC1

Attendees: NT, QLD,VIC,TAS, SA, WA

Apologies: NSW

1. Tyre tender discussed, all agreed to a 1 year extension with Yokohama to facilitate a thorough tyre tender and evaluation
2. Rookie program was discussed and levels of interest has been good, query was raised over two year absence of competing given covid situation and it was discussed prioritising their selection of suitable competitors for new entrants
3. Nationals was discussed. Issue covered included
 - EOI with deposit to occur early
 - Determining a cut-off point for not running the event
 - Combining Nationals onto the later QLD State round event
 - Still calling it a Nationals should a COVID lock down meaning only QLD competitors attend.
 - Issuing competitor merchandise post event to save financial obligation of club
4. Shannon's National was discussed with states running a round of their club championship at the events as an option. Getting the "IPRA Nationals" to appear at the event was discussed as an option. QLD to advise cost structure of previous and an proposed events in their state.
5. Block application process was discussed. Flow chart attached for states to vote on discuss before finalising at the next VC. New form to be filled out as per previous application for Chevrolet block for reference for future applications. SA to action(attached)
6. AMRC yet to meet and direct liaison to IPRA is still to be determined outside of current Motorsport Australia contact.
7. It was requested any items being worked on by the NTC be noted at VCs and charter etc be recirculated VIC to forward
8. It was requested that if there are to be any changes to ease transition of vehicles from 3E to 3J that Motorsport Australia undertake a review. Review has been done and is attached for reference.
9. The submission from VIC regarding flares was discussed. It was agreed as per VIC submission any change go through the normal application process. It was also agreed that as the rule is new that further monitoring of wheel fitment issues be passed along to see how the rule is working prior to assessing if a rule adjustment is required.
10. Rule changes for 2021. Meaning of mechanical identical was discussed reference below. SA was to undertake a rewrite of 9.14 (attached).

1.17 MECHANICALLY IDENTICAL COMPONENT

(a) A component which performs exclusively the original function/s in the same manner as foreseen by the manufacturer and which permits the attachment of any secondary components in the original manner and without modification of that component.

(b) The following list details the components that are permitted to be replaced with a Mechanically Identical Component in which case supply of such a component is not restricted:

Decorative trim, including grill inserts

Electric motors for accessory components

Window opening mechanisms

Windscreen wiper arms and motor/s

Tail lamp assemblies

Indicator lamp assemblies

(c) The following list details the components that are permitted to be replaced with a Mechanically Identical Component which must be of the same material as the original (i.e. steel for steel, glass for glass) in which case supply of such a component is not restricted:

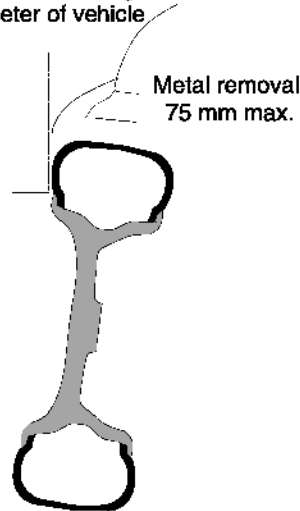
Window glazing

Body panels

9.14 WHEEL ALIGNMENT FACILITIES

The wheel alignment settings are free. It is permitted to relocate the front control arm pivot point radially by up to 45mm within the confines of the existing Cross member, Sub frame or body panels. No metal may be removed save that directly associated with the actual pivot point relocation. For Automobiles with a live rear

Top of tyre down to flange to be within perimeter of vehicle



axle, where camber or toe vary by more than $1/2^\circ$ from standard, the toe and camber figures are to be recorded in the Automobile logbook, and such settings shall be used exclusively in all competition. These specifications, once recorded, may only be varied upon approval by Motorsport Australia. Rear wheel alignment on independent suspensions may be achieved by relocating suspension pivot points by no more than 20mm within the existing brackets.

9.15 REPLACEMENT COMPONENTS

It is permitted to replace suspension and steering components otherwise not listed above with **Mechanically Identical Components**.

11. The perceived conflict of issue with Jamie Augustine was raised and it was agreed to request a written response that can be supplied to any concerned member detailing items that may include Motorsport Australia management process and organisation chart etc.

Also QLD advised John Kingcott who as QLD EO has passed away.

VC2

Minutes

1. Bank Account setup(minute for bank for attached)
It was agreed to have NA as sole signatory and a back-up signatory of Barry Smith
2. 3E to 3J rule adjustment(Motorsport Australia doc attached)
Rejected by WA, TAS, NSW, & NT. SA suggested more work was required.
3. 9.14 Proposed rule change(doc attached)
Supported by NSW, NT, WA, TAS, SA, VIC(post meeting) QLD Abs
It was suggested by a delegate that this minor change not require a club member vote.
This was supported by WA, NSW, SA, TAS, Vic(post meeting) QLD abs
4. Block Process(flow chart attached)
Motorsport Australia have advised that it is normal practice to only supply feedback when there is a negative result is the outcome of any application to the AMRC

It was suggested that that the arrow to NTC should be bi-directional and should note tech support. Amended version attached

5. Block application(application and extract from Ford catalogue attached)

- Ryan Jagger has advised another Boss 302 application is being submitted

It was agreed to await the additional application and seek the input from other interested parties before submission. It is understood there has been additional Boss 302 applications (one in NSW and one in QLD) from other parties in progress.(no additional applications have been received as of the 19th of April)

6. Tyre contract extension and tyre tender

Awaiting new document from Yokohama

7. Shannon's Nationals discussion

They are just starting calendar for next year and will be in contact

8. Marketing (Building a pathway to IPRA)

A discussion was had about sources of competitors

NT have seen benefits from combined sprint/race meetings for converting sprint competitors.

NSW see entry costs as a barrier. Having events as MRA rounds are significantly cheaper in NSW than MA rounds. Restrictors for turbos is an issue in converting sprint competitors in NSW.

NSW indicative costs

MRA Round entry \$300 Friday practice \$90, MA Round \$700 Friday practice \$195.

SA entry varies track to track. \$450 Mallala \$950 The Bend(including garage

Additional discussion was had about tyre issues of quicker wear rate of tyres post 2016 and there is a separate email trail on tyre failures

Action items not on agenda

Motorsport Australia conflict of interest reply

VC3

2nd of August

Preliminary copy for delegate review

1. Nationals

QLD advised due to the current COVID situation that the Nationals has been placed on hold for this year.

NA to raise with Yokohama.

2. There was a wide ranging discussion about existing tyre tender document, the requirements for on track support, proposed testing regime, whether to have a control tyre at all, and obstacles to tenderers submitting a fully compliant offer.

It was suggested that on track support become optional rather than compulsory, given some states have no track support for their events currently. SJ to complete tender documents for circulation to delegates in the coming week. Feedback on tyre quantity and testing regime was requested from delegates.

3. The NA spoke to ARG in the last week and no decisions have been made as yet on grids for the Bathurst event.

4. Blendline, the costs and benefits were discussed, as well as examining a collect agreement to try and reduce costs of the service, with the NA to investigate further.
5. A NTC clarification request was received from VIC and it was agreed to refer document to NTC
6. Victoria raised a VH commodore competitors experience of shattered glass intrusion into their helmet after a crash at Phillip Island, and the competitor expressing their preference for plastic windows so other competitors do not suffer the same ordeal. Delegates discussed this and there was resistance to making a sudden change to the rules. VIC and QLD undertook to research the issue further and report back.
 WA raised a sway bar rule under 9.8 that was voted on a significant number of years ago but hasn't been amended in the rule set. WA to circulate **minutes**/notes of vote.
 WA raised sequential gearboxes as being in demand from competitors. There was a general discussion about existing rules and limitations for DSG gearboxes etc and the length of time since the last gearbox rule change. There was a preference of the majority of delegates to move towards instituting a free gearbox rule set while constraining gearbox to mechanical actuation unless the vehicle had electronic actuation as standard. This can be formalised for next years rule changes for states to vote on.
7. VIC expressed a concern about the dilution of the rules set through an ad hoc approach to invitational classes on a state by state basis. NT advised they had previously run an invitation class (which didn't accumulate points in the IPRA championship) to build motorsport of a very low base in the NT with the goal to push the invitational class off to a separate grid once critical mass has been achieved. NSW advised that they are having difficulties in achieving a grid in the O2L class currently and are worried about losing U2L competitors if the classes were combined. WA advised they had a written rules set that had been used in conjunction with financial incentives and a lot of ringing around to grow their field from 9 to 20 at the last meeting over the weekend. The naming of the class as invitational or Come and Try was discussed without a decision being reached. NA to explore implication of using the term come and try. It was agreed to circulate WA rule set to fine tune a national set of rules targeting cars similar to IPRA cars with a small number of changes from rally or supersprint events out to race without scoring points in the IPRA championship.
8. Block flow chart process was discussed with clarification of feedback and role of State committee to be further clarified NA to action. A wide discussion of the current block applications and technical merits. Also discussed was had include block approval process vs a rule change and other blocks which may be limited in supply . It was noted that there were technical concerns with the block applications in question meeting part (e) of the block rule. It was expressed that the group acknowledged the effort and time of competitors had made with the submission of the application(s) to Motorsport Australia. NA to undertake preliminary IPRAA wording for delegates to review/modify/vote on passing the application. It was requested **minutes** of existing approved blocks be requested.

Minutes 18/10/2021

1. Rule 9.15
 Jamie Augustine gave an overview of Motorsport Australia's concerns of the proposed wording for rule 9.15.
 During the discussion item including commercially available, utilising the same manufacturing process, provision for strengthening suspension components, and a limit on lightening a component.
 Further work on the rule was to be undertaken by the NTC

2. FM & FN mustang were discussed as adding to the permitted vehicle list.
General support was given by delegates.
The NA undertook to form a decision document based on the original email from NSW for delegates to develop further before putting to the states for a vote in the coming year.
3. GM Suburban block compliance was discussed with the outcome to request a written confirmation of verbal compliance already received from Motorsport Australia.
4. IPRANT have advised they will unincorporate in the near future due to lack of local members/support.
They are exploring aligning their members with IPRASA. National Administrator to check constitution for allowing an NT member observer status at delegate meetings.
5. Blocks
The response from the AMRC was discussed with Motorsport Australia
Member consultation was discussed and a vote for the rule change in the usual process prior to 2023
It was discussed whether a BOP review would be required on an ongoing basis.
Discussion was around determining restrictions, what blocks should be considered and what criteria for admission.
Motorsport Australia suggested submitting questions to the AMRC to guide development of the new block process/rule.
Questions were discussed and have since been submitted for the AMRC to reply.
Once answers have been received the National Administrator is to undertake a first draft of non-compliant block process for as a basis for delegates for further discussion and modification.
6. Tyre Tender
After discussion it was agreed to putting out an EOI prior to the full tender process and this was agreed.
Further discussion is to take place between QLD delegate and National Administrator on moving EOI forward.
7. Rollcages
A short discussion was had about roll cages and what was compliant after a query was raised by a delegate about a current build

[I will also forward 9.15 rule change tonight unless I hear otherwise](#)

Please find preliminary **minutes** for checking

1. Motorsport Australia to outline AMRC answers and 9.15
Jamie Augustine from Motorsport Australia outlined the AMRC decision and responses to questions.
One requirement is that available production must not fit the engine bay for an approval of a non-compliant block to be approved.
There is also the requirement power level to be determined from a production block that also fits the engine bay to determine the power limit on the non-compliant block

The issues particular to the Boss302 were discussed and that further research will be required to determine models where the Coyote block will and won't fit. If the Coyote block fits then a Boss302 cannot be used.

Restriction methods were outlined whether it be an air restrictor or RPM limit which may require manifold vacuum at high RPM to also be monitored.

2. Rule 9.15 new NTC document attached

Rule discussed and adjusted revised document attached.

[Delegates to confirm final wording acceptable so it](#)

3. AMRC rule changes(vote on both decision papers)

Unanimously agreed to proceed with the extension of the existing block rule document, and delay addition of table until members can be informed and understand the AMRC decisions and implication.

NA to generate an initial communique to members. And advised Motorsport Australia of the decision. Initial document attached

4. FM & FN Mustang paper

Issue was discussed. NSW supported, NT supported WA had concerns about it being outside the touring car category, and current rules for dimensions to Group A requirement would need to be either adjusted or bypassed. Several states want the document flushed out further. Concerns were raised around more sports cars being admitted. Further work is required to get a complete document.

Delegates to amend document for further consideration

5. Side glass/polycarbonate

WA raised the issue given a member's crash experience (originally raised by VIC earlier in the year). Victoria had investigated laminated side windows and could find any. [NSW members did not support the proposal in any form](#)

Clarification around whether it was front windows only or sides and rears only.

Victoria to formalise a document.

6. WA gearbox update if the states have discussed/voted at club meeting

NSW members did not support the proposal, had not been discussed in detail in other states.

7. National Administrator position(TBC)

8. Other Matters

Victoria raised a concern about the current IPRAAUS constitution not clearly distinguishing between Financial, Registered(who hold a log book) and Eligible members, when voting takes place. NA to investigate how change in constitution can be achieved given new registration with ASIC.

The rules to allow non-compliant cars to run with IPRAWA (without scoring points) where grids are too small or to facilitate competitors introduction to the category were discussed.

WA to forward latest rule set. NSW are enticing older production cars to run on the Yokohama tyres without scoring points in the championships. NA to discuss with Motorsport Australia and distribute WA rules to Delegates. Rules attached