

# Minutes: 2024 IPRA Aus Face to Face Meeting

Dates: 17-18/08/2024

Location: Intercontinental Hotel, Adelaide

Chairperson: Brett Watters (National Administrator IPRA Aus, IPRA SA member)

Attendees:

Name	Position
Brett Watters (BW/'The NA')	Chairperson, National Administrator, SA member
Grant Maitland (GM)	IPRA SA delegate
Callum Jensen (CJ)	Meeting secretary, IPRA VIC delegate (incoming)
Ben Schoots (BS)	IPRA VIC delegate (outgoing)
Greg Hartnett (GH)	IPRA QLD delegate
Lachlan McBrien (LM)	IPRA NSW delegate
Andrew Sarandis (AS)	IPRA SA member (invited)
Rodney Jessup (RJ)	IPRA NT delegate
Steve Cherry (SC)	IPRA WA delegate
Jason House (JH)	IPRA TAS delegate
Toni Martin (TM)	IPRA TAS delegate

## References:

- Meeting supporting documentation presentation – 'IPRA Australia F2F Meeting 2024'
- Email from Ben Schoots to Executive Committee titled *Wheel Tyre Table* of 18/8/2024 0853HRS, attachment '3j WHEELS AND TYRES update V1.docx'.
- Email from Greg Hartnett to Brett Watters titled *3J and Beyond* of 17/8/2024 0851HRS

## Annexes:

- Action Item list
- Rule change proposal list

Meeting commenced 17/08/2024, 0900HRS

### **Topic 1 – Organisation structure**

The NA described the challenges with the current organisation structure, noting if we continued with current structure, NSW would have to take on the NA role permanently. The information included in Ref A was summarised, and it was noted that:

- Moving to a company structure would incur additional cost;
- ATO is cracking down on club reporting;
- Ongoing GST reporting is now required following the income received as a result of the Bathurst event;
- As a general rule, the Executive Committee should publish annual reports for members to see; and
- The NA is awaiting feedback from MA regarding the approach taken by other clubs.

GH noted that constitution would require review if a move to company structure occurred.

BW noted that moving to a company structure could provide an additional layer of protection for personnel, currently the public officer could be fined up to \$20k in NSW. BS noted the recent conflict in Vic around claims fair process was not followed, threat of legal action from members.

GH asked whether the association can justify added costs moving forward?

BW explained costs as per Ref A.

BS noted he recently set up company which cost approx. \$3.5k to setup and \$1.5k in yearly fees.

GM noted that the three required directors (per Reg A) could include the NA and the presidents of the largest (members) clubs (e.g. Vic & NSW).

All members agreed that the NA should move forward with exploring a change to company structure.

**Action 1:** The NA will obtain a full list of costs and share with Executive Committee.

**Action 2:** The NA to seek more information regarding director liability/potential impact to personal circumstances.

### **Topic 2 – IPRA financials**

The NA discussed the IPRA Aus financials per Ref A.

### **Topic 3 – F2F Expenses**

The Executive Committee agreed that the VCs conducted prior to the F2F has allowed the discussion to be more efficient.

**Action 3:** Vote on whether F2F is value for money is required at End of Meeting based on outcomes of weekend - all agreed.

All delegates agreed that it may be useful to consider aligning an Executive Committee meeting with a marquee event (e.g., Bathurst), depending on attendance.

Update: All delegates agreed that the F2F was value for money when run in addition to the VCs. Cost sharing by clubs may be required subject IPRA's income.

#### **Topic 4 – Bathurst 2024**

The NA requested delegate votes and position on the Bathurst event, per Ref A.

VIC advised that they support yearly Bathurst events and appointment of a DSO.

NT advised that they support yearly event however does feel that the closeness of the two events in 2024 may have impacted national entries numbers.

WA advised that they prefer Bathurst every two years and even though it would take a few competitors away from nationals they would be concerned about losing Bathurst if wasn't run each year.

TAS advised they supported it yearly and expressed the potential of losing the event otherwise.

NSW commented on the overall great response from ARG (in relation to the 2024 event) who provided the feedback that IPRA was very well organised.

VIC (BS) explained that high level motorsport is fragile and we need to capitalise on the events while they are being offered. With it being the Bathurst International's last year this year, he expects support categories from that event may look to support the 6 hour which may in turn make it more difficult for IPRA.

QLD advised that they supported yearly Bathurst events – the discussion with the QLD committee talked about the meeting (Bathurst) taking numbers away from other meetings – conversation went more broad about Bathurst being nationals – although it was determined this was probably not achievable. They noted that the overall success of the 2024 event contributed to positive view of event from QLD's perspective.

The NA asked whether the delegates thought that timing an issue this year - was Bathurst and the Nationals too close together?

QLD replied that it didn't help numbers, and that November is a better month for a marquee event.

SA commented that IPRA needs to conduct the event yearly or it may lose the opportunity.

The NA commented that even if IPRA was to do Bathurst every two years, we may still need to opt out of the Bathurst event based on WA/NT/TAS nationals to minimise impact on competitor numbers. This works biennially with the current National Schedule of VIC, WA, SA, TAS, QLD, NSW and NT.

**Action 4:** NA to apply to ARG for Bathurst grid.

### **Topic 5 – Tyre Tender**

The NA discussed the information on the Tyre Tender per Ref A.

**Action 5:** NA to request additional information from Dunlop/Goodyear – what would they propose, and chase up any alternative manufacturers not listed in Ref A.

The NA noted that Toyo/Nitto tyre size range could be a good option however there is no Australian distributor, and that Bridgestone didn't respond to the request.

**Action 6:** NSW to chase up the NSW member responsible for generating the survey which is approximately 25-30 questions – the survey should include a satisfaction rating relating to the local tyre dealer, includes those about tyres, will chase up member responsible, information will enable analysis of tyre tender options.

QLD advised that their preferred option was to go to open tyre list – this may allow new competitors to run cheaper option, and fast competitors will still get their tyre (the Yokohama A050).

VIC (BS) asked if we moved to an open list, does that mean that tyre supply may not guaranteed? Importing is no longer the cheaper option.

VIC (CJ) suggested making an educational video relating to tyres, the NA agreed and suggested that this was already the plan.

It was noted by delegates that there are varying levels of on track support from the local Yokohama dealers, and this influences local support for the incumbent tyre supplier between states.

The NA discussed the Shiny Side Up podcast and mentioned that the latest would talk in detail about the Yokohama A050 tyre.

NSW noted that IPRA Aus needs to ensure that it is clear the Podcast doesn't represent IPRA Aus position on the tyre, all delegates agreed.

**Action 7:** The NA to ring the Yokohama motorsport rep to discuss the podcast and explain IPRA Aus' position.

VIC (CJ) raised the issue about availability of 215/16s, discussion lead to wider discussion around wider tyre table readability and complexity issues.

**Action 8:** VIC to put a revised tyre table together on Saturday night for discussion Sunday morning.

Sunday morning discussion update: VIC (BS) submitted a simplified tyre table per Ref B.

SA noted that some U2L LM cars are currently running 245/R17 tyres, and so all delegates agreed to update 3j(b) < 3000 to 245mm.

All delegates agreed to review the concept moving forward.

**Action 9:** The NA to draft a rule change proposal for the tyre list for delegate feedback.

### **Topic 6 – Historical Marketing Analysis**

The NA discussed the information presented in Ref A.

The NA noted that the current logos aren't easily printable.

NT, WA, TAS, NSW, QLD are all using the 'standardised' logo, TAS also has alternative logo.

VIC & SA are not using the 'standardised logo'.

All members agree on a standardised logo approach across the board, but noted that the current standardised logo doesn't visually show what we do (racing).

**Action 10:** All members to present a logo option if they want to, VIC will present different state options of current Vic logo, mirrored & colour options.

The NA commented that NSW have gone over to using Member Jungle for their membership management as has SA – could this work across the board? It is a hosting/engine combined with a membership management system.

**Action 11:** All delegates to work towards need to work towards standardised branding nationally, review national website & price updating, consider standardised website content (e.g., calendar, sponsors, championship points, links to ruleset etc).

**Action 12:** The NA is to lead the review of the current website branding, supported by the delegates.

The delegates agreed that the national body naming would become Improved Production Racing (Australia).

**Action 13:** Delegates to consider use of following name structure, noting the various instances where naming will need to be updated (e.g., website address etc):

- IPR AUS
  - IPR NSW
  - IPR NT
  - IPR VIC
  - IPR SA
  - IPR TAS
  - IPR WA

**Action 14:** The NA to discuss trademarking of 'Improved Production' with Motorsport Australia. Building interface with people using the name 'Improved Production' (e.g. hill climb etc).

TAS (JH) noted that the IPRA Tas website is now ipratas.com.au.

### **Topic 7 – Rule Changes – Fuel Tank**

The NA described the information on the Fuel Tank rule change proposal per Ref A.

The delegates voted on taking the proposed change to membership for official vote:

For: VIC, NT, NSW, QLD, WA, TAS

Against: Nil

**Action 15:** The NA to prepare a rule change form for voting by the membership.

### **Topic 8 – Rule Changes – Power Steering**

The NA discussed the information on the proposed Power Steering rule change as per Ref A.

After robust discussion, the group agreed to add the additional words to point b of the proposed wording:

(b) An “electric power assisted steering” (EPAS) column unit may be utilized in which case the steering column may be replaced with an EPAS unit from an eligible vehicle, the replacement column is to remain unmodified. The intermediate shaft can be modified or replaced.

All delegates agreed they were happy to proceed to membership voting on passing this rule.

**Action 16:** The NA to prepare a rule change form for voting by the membership.

### **Topic 9 – Rule Changes – Restrictors Review**

The NA discussed the information on the member proposed turbo restrictor rule change as per Ref A. The delegates initial response is that we aren’t a BOP category. The argument lacked detailed technical support. Also, the category has no price caps and the Executive committee believe the LM V8 gap is a function of discrepancies in budget. Delegates agreed that the consensus is that the existing restrictor table is performing adequately. Another marked factor in the lap time discrepancy between turbo cars and LM V8 is somewhat track specific eg Sandown vs Winton.

Post meeting comment: The executive committee also need to keep in mind power to weight ratio constraints as per the Circuit Standing regulations.

**Action 17:** States to collate race results from respective tracks which illustrate turbo vs non turbo performance deltas in support of writing a considered response to the submission originator confirming no rule change for the current year.

### **Topic 10 – Rule Changes – Rev Limits for over 5L**

The NA discussed the information relating to the over 5L rev limits as per Ref A. Review of current table resulted in all delegates agreeing it is not fit for purpose in current form. Existing technology for monitoring rev limits does not support the proposed approach – it will be excessively complex to enforce.

**Action 18:** The NA to release national-level communication advising executive committee consideration of methods of limiting engine output on large capacity engines (e.g., rev limits, air restrictors etc).

### **Topic 11 – Rule Changes – Late Model Turbo**

The NA discussed the information relating to Late Model Turbo as per Ref A. All delegates agree progression of proposal for members vote if accompanied by communication below.

**Action 19:** The NA to release national-level communication, accompanying proposal released for vote, advising executive committee intent to monitor LM Turbo performance and consider performance limiting methods if required (e.g., revision to minimum weight table etc).

### **Topic 12 – Rule Changes - 3E Turbo Boost Limited Accommodation**

The NA discussed the information relating to accommodating 3E Turbos with boost monitoring per Ref A.

Robust discussion occurred covering options – adoption of boost monitors (wider than just 3E), pros/cons (no off the shelf items suitable, including access control, time stamps)

**Action 20:** All delegates to explore technology options into the future.

All delegates agreed to the extension of the Introductory Program to ensure maximum capture.

**Action 21:** VIC (BS) to contact Harrop RE supercharger restrictor options.

### **Topic 13 – Rule Changes – Sway bars**

The NA discussed the information relating to the NTC findings on the use of rear subframe brace by Honda Civics, per Ref A.

NTC proposed wording update to reg 9.8 agreed by all delegates, with the addition of the following change to reg 3.1:

*It is not permitted to add or incorporate any other components which contribute to the rigidity of the bodyshell, other than the safety cage structure as described in Article 14.1, a strut tower brace as described in article 9.7, and sway bar pivot mounting plates and mounting brackets as described in Article 9.8.*

VIC (BS) expressed his concern that this change does not benefit all competitors, only Honda Civics, and that the power steering change is similar in this regard.

**Action 22:** The NA to prepare a rule change form for voting by the Executive Committee.

### **Topic 14 – Nationals Recap**

The NA presented the Nationals Recap information within Ref A.

NT provided a cost breakdown of the Nationals:

- Flying marshals up cost \$10k
- MA permit - \$3500
- 5 cars dropped out in last week
- Wished for more cars
- \$45k total event cost

NT provided some suggestions for future nationals event organisers:

- Consider a non-refundable charge for replying to the EOI (to get better buy-in)
- Complete nominations early
- Ensure the process of qualifying in heat racing works – there was some confusion from the timing personnel understanding the sporting regulations in this regard, i.e., starting heats in other groups based on initial qualifying, or results from previous heats

### **Topic 15 – 2025 Nationals Update**

VIC (CJ) discussed the information provided in Ref A.

NSW & QLD advised a strong preference for marquees with general agreement from the other delegates.

The strengths and weaknesses of a standalone event vs Island Magic were discussed, access to pitlane garages was highlighted by a delegate.

SA (AS) suggested that Phillip Island may not produce close racing compared to Winton as an example, and that the high horsepower cars will quickly build a gap on the rest of the field.

**Action 23:** VIC to provide a breakdown of the \$70k marquee cost estimate.

### **Topic 16 – 2025 Nationals Other**

The NA opened the floor to any other discussion related to the IPRA Nationals events.

The concept of a 'National Series' was raised and discussed – unlikely that this could run single national event during same year. In general, the concept received a good reception by delegates.

### **Topic 17 – LM/EM**

The NA opened the floor for discussion about the Late Model/Early Model naming convention currently used.

A robust discussion was held between delegate with mixed opinions – it was agreed that ongoing discussion is required and that naming change should be rolled into the regulations together with the regulations update. An additional class (e.g., '3j(c)' class) would require a different name again if it were to be added.



### **Topic 18 – Social Media**

The NA presented on the information contained within Ref A.

NSW advised that they had spoken with the member who looks after the media releases within the NSW club about the production of a series of 5-6min mini-videos. The estimated cost of these was around the \$5k mark (excellent quality, known to deliver great products) and would use existing footage from the various states. All delegates agreed that if the videos were high quality, this presented as value for money. s

**Action 24:** NSW to email Executive Committee with details around approach and direction for states to upload related material.

**Action 25:** All state social media managers to tag IPRA Aus in Facebook posts and cross share state's posts.

### **Topic 19 – Grant Applications**

The NA presented on the information contained within Ref A, provided by SA member Nathan Green.

The key points included:

- club development funds are open
- develop a wish list and look at what state grants become available
- ensure you apply for grants

**Action 26:** All delegates to communicate information to committees.

## **Topic 20 – Strategies for Growth**

The NA invited delegates to discuss Strategies for Growth, using the items in Ref A as discussion prompts.

**Action 27:** The NA to explore future proofing of engine block options with Motorsport Australia. Given the current technology, an air restrictor appears the most manageable method of performance control for large capacity engines.

*JH (TAS) left for flight home mid-discussion (1030am)*

VIC (BS) proposed a list of criteria to consider prior to discussing rule change, e.g., would the rule change benefit all competitors etc.

The NA proposed reviewing and updating 'Proposal for Regulation Review' form – rule change questionnaire section which already covers a number of the considerations raised.

**Action 28:** Executive Committee to review results of membership-wide survey (see Action 6) and analyse in context of discussions around future class direction.

**Action 29:** The NA to send out Rule Change Proposal Document for review by the Executive Committee, to agree on questionnaire questions.

QLD led a discussion about the future of 3J as a category, presenting the information detailed at Ref C. A preference to avoid use of the term 3j(c) was noted by QLD. As a result of the discussion, the following questions relating to the following topics were agreed to be included in the survey being managed by NSW:

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1: How important to you that Improved Production cars keep pace with current trends of automotive modifications?

2: How important is keeping the differentiation between 3JA (Early Model) and 3JB (Late Model) cars?

3: When considering the currently eligible cars, do you believe that Improved Production has remained current and relevant to what is seen in the aftermarket?

4: Would you like to see more or less modifications allowed to current cars?

## **Topic 21 – National Administrator Position**

Vote to extend current NA position – all agreed current NA is doing a fantastic job and voted for his extension. BW accepted extension with caveat that next period should consider a new NA.

## **Topic 22 – Regulations Reshuffle**

**Action 30:** Consult club members about reordering of ruleset for clarity, prioritising new Late Model builds (LM at top, EM at the back).

Meeting ended 18/08/2024, 1305HRS

## Annex A – Action Item List

ID	Assignee	Description	Status
1	NA	The NA will obtain a full list of costs (of changing to a company structure) and share with Executive Committee.	Open
2	NA	The NA to seek more information regarding director liability/potential impact to personal circumstances.	Open
3	All	Vote on whether F2F is value for money is required at End of Meeting based on outcomes of weekend.	Complete
4	NA	Apply to ARG for Bathurst grid in 2025.	Open
5	NA	Request additional information from Dunlop/Goodyear – what would they propose, and chase up any alternative manufacturers not listed in Ref A.	Open
6	NSW	Follow up with the NSW member responsible for generating the survey which is approximately 25-30 questions – the survey should include a satisfaction rating relating to the local tyre dealer, includes those about tyres, will chase up member responsible, information will enable analysis of tyre tender options.	Open
7	NA	Ring the Yokohama motorsport rep to discuss the podcast and explain IPRA Aus' position.	Open
8	VIC	Draft a revised tyre table together on Saturday night for discussion Sunday morning.	Complete
9	NA	Draft a rule change proposal for the tyre list for delegate feedback.	Open
10	All delegates	Present a logo option if desired.	Open
11	All delegates	Work towards need to work towards standardised branding	Open

		nationally, review national website & price updating, consider standardised website content (e.g., calendar, sponsors, championship points, links to ruleset etc).	
12	NA	Lead the review of the current website branding, supported by the delegates.	Open
13	All delegates	Consider use of following name structure, noting the various instances where naming will need to be updated (e.g., website address etc): <ul style="list-style-type: none"> <li>• IPR AUS <ul style="list-style-type: none"> <li>○ IPR NSW</li> <li>○ IPR NT</li> <li>○ IPR VIC</li> <li>○ IPR SA</li> <li>○ IPR TAS</li> <li>○ IPR WA</li> <li>○ IPR QLD</li> </ul> </li> </ul>	Open
14	NA	Discuss trademarking of 'Improved Production' with Motorsport Australia. Building interface with people using the name 'Improved Production' (e.g. hill climb etc).	Open
15	NA	Prepare a rule change form for voting by the membership (Fuel Tank).	Open
16	NA	Prepare a rule change form for voting by the membership (Power Steering).	Open
17	All delegates	Collate race results from respective tracks which illustrate turbo vs non turbo performance deltas in support of writing a considered response to the submission originator.	Open
18	NA	Release national-level communication advising executive committee	Open

		consideration of methods of limiting engine output on large capacity engines (e.g., rev limits, air restrictors etc).	
19	NA	Release national-level communication, accompanying proposal released for vote, advising executive committee intent to monitor LM Turbo performance and consider performance limiting methods if required (e.g., revision to minimum weight table etc).	Open
20	All delegates	Explore boost control technology options into the future.	Open
21	VIC	Contact Harrop RE supercharger restrictor options.	Open
22	NA	The NA to prepare a rule change form (on sway bar rule change) for voting by the Executive Committee.	Open
23	VIC	Provide a breakdown of the \$70k marquee cost estimate.	Open
24	NSW	Email Executive Committee with details around approach and direction for states to upload (promotional video ) related material (footage etc).	Open
25	All delegates	All state social media managers to tag IPRAAus in Facebook posts and cross share state's posts.	Open
26	All delegates	Communicate information (on grant applications) to committees.	Open
27	NA	Explore future proofing of engine block options with Motorsport Australia. Given the current technology, an air restrictor appears the most manageable method of	Open

		performance control for large capacity engines.	
28	Executive Committee	Review results of membership-wide survey (see Action 6) and analyse in context of discussions around future class direction.	Open
29	NA	Send out Rule Change Proposal Document for review by the Executive Committee, to agree on questionnaire questions.	Open
30	All	Consult club members about reordering of ruleset for clarity, prioritising new Late Model builds (LM at top, EM at the back).	Open

## Annex B – List of proposed rule changes/amendments

<b>ID</b>	<b>Topic</b>	<b>Description</b>	<b>Vote type</b>
1	Tyre List	Update of Tyre List in accordance with VIC proposal	All membership
2	LM Turbo retrofit	Allow supercharging of LM Naturally aspirated cars	All membership
3	Fuel Tank	Clarification of regulations around fuel tanks as per Ref A	All membership
4	Power Steering	Allow fitment of EPAS as per SA proposal	All membership
5	Sway Bar	Update to allow use of rear brace	Executive Committee