

Improved Production Racing Association of Australia National Committee Face-to-Face Meeting Minutes

Item	Details
Meeting title	2026 National Committee Face-to-Face Meeting
Date	27-28 June 2026
Start time	0840HRS 27/6/2026
Location	Hotel Indigo Adelaide Markets
Chair	Brett Watters - National Administrator
Minute Secretary	Cal Jensen - IPRA Victoria delegate
Supporting material	<ul style="list-style-type: none"> F2F Presentation 1.pdf Bridgestone Potenza RE71RS vs RE71RZ IPRAVIC Discussion Topic - Boost-Limits (Monitors).pdf IPRAVIC Rule Review Request - Constitutional Reform - One Member, One Vote.pdf IPRAVIC Rule Review Request - Update to Traction Control Wording to Reflect Existing Rule Intent.pdf IPRASA Reg 9.13 Steering Column IPRASA 13.7 Heater – Roof vent IPRASA Speed Limit Rule Request IPRA QLD/NSW/TAS Trophy Class

A. Attendance

State / role	Attendee
NSW	Lach McBrien
SA	Andy Sarandis
NT	Rod Jessup
QLD	Greg Hartnett
TAS	Jason House
WA	Steve Cherry
VIC	Cal Jensen
SA guest	Jason Palmer - Saturday only
Bridgestone guest	Tom Worsley - Saturday morning only

B. Summary of decisions and outcomes

Topic	Decision / outcome
Brand, Web & Media	Current logo proposal agreed unanimously, subject to colour proofing.
National events	Unanimous agreement to explore a tri-state series concept as a possible precursor to any broader national series.
Tow money	\$750 per interstate competitor agreed unanimously for tow money. If more than 20 interstate competitors enter, IPRAA will cover the additional funds required. Any leftover from the Bridgestone \$15,000 pool is to be retained by IPRA WA.
Constitutional Reform – Member Voting	All states agreed to present proposal to their members for voting.
Roof vents	All states agreed to present proposal to their members for voting, with the following amendments: additional wording clarifying roof line / wing / spoiler height treatment.
Steering column / dash bracing	All states agreed to present proposal to their members for voting.
Traction control	VIC proposal supported as meeting the intent of the current definition while improving clarity. To progress through NTC as an administrative wording update.
Speed limits	Delegates agreed to seek member feedback, but did not agree to vote on the proposal as presented.
Rear fascia and undertray	All delegates to progress through NTC as an administrative wording update.
Peripheral-ported rotary engines	Delegates did not identify major issues with the concept; a formal proposal is still required.
National Administrator	Current National Administrator retained unanimously. Succession planning and NC support structure to be developed further.
RaceSafe	Agreed as worth investigating for use by IP in Australia.
Boost limits / monitoring	All states agreed to progress the proposal to member vote, with the caveat that restrictors must remain permitted as an option.

Topic	Decision / outcome
Trophy Class	Concept supported for further development as a separate ruleset / trial structure to capture near-compliant cars without altering the core 3J ruleset.
NTC composition	VIC delegate added. NTC composition recorded as C. Jensen (VIC), S. Cherry (WA), G. Hartnett (QLD), and Grant Maitland (SA).

C. Action register

#	Topic	Owner	Action
1	Brand / website	NA	Update the current website and address current formatting issues.
2	Logo development	NA	Forward historic logo colours to CJ for logo proofs.
3	Logo development	CJ	Add alternative colours to the logo proofs.
4	Tri-state series	Delegates	Discuss potential rounds and state support with respective committees.
5	Tri-state series	Delegates	Discuss potential prize money and funding model, including sponsorship and IPRAA contribution.
6	EO / NTC governance	Delegates	Develop a national EO role description covering scope, escalation / resolution pathway, and NTC role / decision process. Keep the initial version high level.
7	EO / NTC governance	NC / website editors	Add an NTC page to the website and communicate the NTC role through IPRAA and state Facebook groups. Include the NTC review request template.
8	Bridgestone	TW / QLD delegate	Discuss trackside support options in QLD post-F2F.
9	Bridgestone	TW	Confirm whether actual tyre widths are consistent between RE-71RS and RE-71RZ.
10	Bridgestone / MA	NA	Email Motorsport Australia expressing concern that RE-71RS / RE-71RZ are not included on the Schedule E production car tyre list, and the possible impact on 3J competitors in hill climbs and similar events.
11	Tow money	NA	Generate an alternative distance-based tow-money calculation using distance between major cities for comparison.
12	Constitutional Reform – Voting Structure	Delegates	Present proposal to members for voting.
13	Roof Vents	Delegates	Present proposal to members for voting.
14	Speed Limits	Delegates	Seek Member feedback for intention of voting on proposal this year
15	Steering column / dash bracing	Delegates	Present proposal to members for voting.
16	Nationals / technical	CJ	Provide information about Motorsport Australia tooling used for capacity measurement where spark plug location is hemispherical.
17	Steering column	QLD	Prepare an alternative proposal for a free steering column.
18	Traction control	VIC / CJ	Provide request for clarification to NTC for the proposed traction-control administrative wording update.
19	RaceSafe	NA	Engage Motorsport Australia on the potential use of RaceSafe for IP in Australia.
20	Boost limits	VIC	Submit the boost limits / monitoring proposal formally with the agreed changes – delegates to then vote on proceeding to members for voting.
21	Trophy Class	NA	Discuss formalising IP Trophy Class with Motorsport Australia as a separate ruleset able to run alongside 3J.
22	Trophy Class	NSW	Provide delegates with an updated Trophy Class proposal for sharing with state members.

D. Detailed minutes by supporting-presentation agenda

Note: The minutes below have been reorganised to follow the supporting presentation agenda.

1. Bridgestone Control Tyre

- Tom Worsley attended for Bridgestone on Saturday morning.
- Bridgestone thanked IPRAA, the states, and competitors for the welcome, purchasing support, and engagement. Feedback was described as 99% positive.
- The Potenza RE-71RZ was noted as launching the following week. Competitors will be able to view pricing online before the 15% IP member discount is applied, noting there may be small price variances.
- The RE-71RZ range is expected to provide increased size options compared with the RE-71RS. The sizing spreadsheet previously circulated was confirmed as the Australian sizing range. Bridgestone intends to issue a survey to assist future stocking decisions, with all confirmed sizes to be stocked moving forward.
- Final discussions were in place with trackside support providers. Providers are expected to carry a level of stock at events, with rebates available from purchases through those providers. A Queensland provider remains to be established.

Action: TW and the QLD delegate to discuss trackside support options in QLD post-F2F.

Action: TW to confirm whether actual tyre widths are consistent between RE-71RS and RE-71RZ.

Action: NA to email Motorsport Australia expressing concern that RE-71RS / RE-71RZ are not included on the Schedule E production car tyre list, and the possible impact on 3J competitors competing in hill climbs and similar events.

2. Fuel Challenges

- Fuel challenges were noted and referred to the supporting data pack.

3-5. Brand, Web & Media

Website - Karmabunny

- Website design is complete. Ongoing website updating and management now sits with the National Committee.
- CJ and AS have been added as website editors.

Action: NA to update the current website and address the current formatting issues.

Video development - Dusty Media

NA advised video development is still in progress.

Logo development

Decision: Current logo proposal agreed unanimously.

Action: NA to forward historic logo colours to CJ for logo proofs.

Action: CJ to add alternative colours to the logo proofs.

6-7. Membership - Enrolment & Retention

The supporting presentation identified member enrolment and member retention as agenda items which were discussed. The following membership numbers were shared:

- VIC – 125 members
- NSW – 66 members
- TAS – 31 members
- SA – 59 members
- QLD – 50 members
- NT – 11 members
- WA – 40 members

8. Constitutional Reform – One Member, One Vote proposal

- VIC presented proposal for consideration.
- The group agreed to present the proposal to their memberships for feedback and will return with a state position for voting.

Action: Delegates to present proposal to members for voting.

9. Bathurst 2027

- NSW advised that any Bathurst 2027 opportunity would need to proceed through MRA, noting that the 6 Hour has given grids to MRA to run.
- MRA has offered to coordinate the event for a cost of \$10,000. IPRAA would remain responsible for sponsorship support and volunteers / pre-grid support, and would still sign the contract with ARG.
- NSW advised that MRA may be able to bring additional appropriate cars from Super TT or similar categories to fill grid spots if necessary. NSW was positive about MRA communication, information generation, event website capability, and phone-based race management application.
- The National Administrator provided a current cost estimate of \$151,300, approximately \$20,000 higher than the previous estimate. At 40 competitors, the estimated break-even entry would be approximately \$3,500, including competitor marquee costs.
- SA advised that SA numbers for Bathurst may be lower due to Nationals, with SA targeting the October long weekend for Nationals.

- QLD noted the importance of IPRA establishing a leadership role among comparable categories so IPRA can capitalise on opportunities to preserve and grow the category. QLD also noted that it may be beneficial for QLD to switch its Nationals year to a Bathurst off-year.
- The group discussed the Nationals host rotation and the interaction between Bathurst on/off years and near/far Nationals years. The rotation discussed was NT, VIC, WA, SA, TAS, QLD, NSW.

10. Nationals Tow-Money Formula

- The National Committee discussed the tow-money calculation proposal from the slide pack.
- Delegates agreed it would be useful to prepare an alternative model using distance between major cities, rather than the current bordering-state approach.
- SA asked whether IPRAA would consider contributing additional tow money in addition to the Bridgestone \$15,000 pool.

Decision: \$750 per interstate competitor will be used for interstate tow money. If more than 20 interstate competitors enter, IPRAA will cover the additional funds required. Any leftover funds from the Bridgestone \$15,000 pool will be retained by IPRA WA.

Action: NA to generate an alternative distance-based tow-money calculation for comparison.

11. IPRAWA Nationals Update

- WA advised that the Nationals entry fee will be all-inclusive of a garage for \$950.
- The event package includes two hours of dedicated Friday practice and use of the V8 garages.
- Coverage will be streamed by Turn 7 Media.
- WA asked about engine capacity measurement tools for Nationals.

Action: CJ to provide information about Motorsport Australia tooling used for capacity measurement where the spark plug location is hemispherical.

12. IPRASA Nationals

- Jason Palmer advised that SA is considering Nationals being part of the 2027 Bend Classic, targeted for the October long weekend, alongside Group S / Group N.
- Friday practice is proposed to be included.
- Indicative entry is \$1,500 including garage or marquee.
- Rydges and Big4 accommodation rooms have been blocked out for competitors.
- Coverage is expected to be on Kayo.

13. Rule Changes - By State

SA - Roof vents

- The group discussed the roof vent proposal and additional wording around roof lines, including clarification that vents are not included in wing / spoiler height.

Decision: Unanimous vote to progress the roof vent proposal to member vote, subject to the additional wording clarification.

SA - Steering column / weld-on boss / dash bracing

- The group discussed the steering column proposal, including whether the column should be free in totality.
- General agreement was reached that the current SA proposal should progress to member vote.
- All states agreed to move the proposal forward. QLD indicated an alternative proposal with additional freedoms may follow.

Decision: SA steering column / dash bracing proposal progressed through for member voting.

SA - Speed limits

- Delegates held a rigorous discussion on the speed limit proposal and compared it with weight addition as an alternative approach, as presented by WA.

Decision: Delegates agreed to take the issue to state memberships for feedback, but did not agree to vote on the speed limit proposal as presented.

VIC - Traction control

- VIC presented the traction-control wording proposal.
- Delegates agreed the proposed wording met the intent of the current definition while providing improved clarity and the benefits detailed in the proposal.

Action: VIC / CJ to provide clarification to NTC for the administrative wording update.

VIC - Boost limits / boost monitoring

- Delegates agreed that current restrictors need to be retained, with boost monitor use available as an option for all cars.
- Delegates agreed the proposal creates an opportunity for additional new competitors.
- SA raised concern that, without a restriction, turbo competitors may face increased engine development costs to remain competitive with the front of the field, such as V8 competitors.
- Delegates noted that boost pressure values are more intuitive than restrictor sizing and therefore easier for many members to understand.

Decision: All states agreed to progress the boost limits / monitoring proposal to member voting *if proposed formally* by VIC, with the caveat that restrictors must still be allowed to be used.

Action: VIC to submit the proposal formally with the agreed changes.

WA - Rear fascia and undertray

Decision: All delegates agreed to progress the WA rear fascia and undertray proposal via NTC.

WA - Peripheral-ported rotary engines

- Delegates did not identify major issues with peripheral-ported rotary engines being permitted, but noted that a formal proposal is still required.

Motorsport Australia - Gearbox-tunnel wording

Note: The supporting presentation listed gearbox-tunnel wording for gear-linkage accommodation, with Motorsport Australia wording awaited. No specific discussion, decision, or action was recorded in the draft minutes.

14. National Administrator Position

Decision: Unanimous vote to keep the current National Administrator in role.

- Delegates discussed the need for succession planning and better structuring of the National Committee.
- Delegates noted the need to better understand the full scope of the National Administrator role and how delegates can better support the role.

E. Additional matters arising

National events concept - tri-state / national series

- The group discussed a potential national series concept using rounds held within different states existing state rounds. The benefit would be larger grids at state events.
- Delegates noted possible downsides, including significantly increased cost for competitors seeking to be involved nationally and possible impacts on state series participation.
- A tri-state series was discussed as a possible test before adopting any broader national series concept.
- The three states could rotate through the current Nationals state order. Example: Year 1 - NT, VIC, SA; Year 2 - VIC, SA, QLD; Year 3 - SA, QLD, NSW.
- Potential rounds discussed included Winton around April, SMP day/night around June, and The Bend around October. The effect of Bathurst on the concept was also raised.

Decision: Unanimous agreement to explore the tri-state concept further.

Action: Delegates to discuss potential rounds and state support with their committees.

Action: NC to discuss prize money and funding for the tri-series, including sponsorship and possible IPRAA contribution.

Eligibility Officer / NTC structure

- QLD introduced the concept of a national EO lead.
- The group discussed the national EO lead concept, the NTC structure, and the role and relevance of the NTC.
- An annual EO synchronisation meeting was raised.
- Delegates agreed there is a general lack of EO authority and clarity around the EO role, including the scope of power and escalation process.

Action: Delegates to develop a national EO role description applying across all states, covering scope, escalation / resolution process, and the NTC role / decision process. Initial version to remain high level.

Action: Add an NTC page to the website, communicate the NTC role via the IPRAA Facebook group and state groups, and include the NTC review request template.

Decision: Delegates voted to update NTC composition to C. Jensen (VIC), S. Cherry (WA), G. Hartnett (QLD), and Grant Maitland (SA).

RaceSafe

- The group held a general Sunday discussion on RaceSafe and agreed it is worth investigating.

Action: NA to engage Motorsport Australia on use of RaceSafe for IP in Australia.

Trophy Class

- QLD introduced the Trophy Class concept as a sandpit to assess how selected changes might move the category forward while protecting current members and providing an avenue for almost-compliant cars.
- Delegates discussed the difference between the existing Introductory concept and a dedicated Trophy Class.
- NSW noted it currently has good numbers but expects a downturn, and considered it critical to identify ways to capture competitors. NSW strongly supported the need for a Trophy Class type construct.
- QLD noted real-world examples where many cars in similar classes, such as replicas, are not translating into IP numbers even though the cars are close to IP specification.
- NT noted that Darwin has 12 Commodore Cup cars with nowhere suitable to run. These cars include features such as 80 mm ride height, muffler boxes, spherical bearings and fibreglass boot lids, and could be immediate conversions into IP under a Trophy Class structure.
- QLD noted a further pool of two Commodores and two Gemini class cars.
- NA noted that IPRA QLD, NSW and TAS have proposed an alternative Introductory rules subset for trial rules to better align with their goals, driven by competition from similar alternate classes including Super TT and Replica Tourer.
- The proposed trial would be called Trophy Class, would not be included in championship points, and IPRAA would provide a trophy in each state. The name change reflects perceived resistance to the Introductory name. The rules would remain subject to change.
- The group reviewed technical aspects of the Trophy Class proposal, with details captured by NSW.

Action: NA to discuss formalising IP Trophy Class with Motorsport Australia as a separate ruleset able to run alongside the 3J ruleset, using the capture of additional members with near-compliant cars as justification.

Action: NSW to provide delegates with an updated Trophy Class proposal for each state to share with members.

Meeting closed 1315HRS, 28/6/2026.

Attachements

Roof Vents Document

Steering Column Document

Voting Change Proposal

Not attached as still to be finalised

Trophy Class

Boost Limits

Speed Limits

IPRAA Rule Review Request Form

Club Member Name - IPRASA Committee.

Date of Submission – 27/04/2025

Topic for Proposal – Reg 9.13 Steering column wording change

Please outline the details of your request.

To allow steering columns to be mounted off a roll cage rather than the OEM support bar.

In your opinion, what improvement will this change bring to the category?

There are currently numerous Improved Production (IP) vehicles competing across Australia which have steering columns mounted to the roll cage. This amendment would bring those vehicles back into compliance with IP regulations.

Additionally, this change will allow competitors to utilise vehicles originally built for other motorsport disciplines (e.g. gravel rally), while remaining compliant with IP regulations, thereby reducing the need for unnecessary reworks.

Show any supporting technical data or other evidence in support of the change.

This wording change provides competitors with the flexibility to improve safety by allowing the steering column to be supported by the roll cage structure, which is inherently stronger and more rigid than OEM mounting provisions.

The amendment will also better align the IP rule set with those of other categories, reducing barriers for competitors who wish to purchase new vehicles or transition existing vehicles that otherwise comply with Schedule 3J regulations, or are used for multiple disciplines.

Current regulations already allow relatively free mounting provisions when fitting an Electric Power Assisted Steering (EPAS) column. Extending similar freedom to all steering column mounting arrangements ensures consistency across the rule set.

List of seen benefits if change is implemented

- Improved versatility of vehicles to compete across multiple classes and disciplines.
- Increased safety through the ability to integrate the steering column mounting into the roll cage structure.
- Reduced cost and effort for competitors transitioning vehicles into IP competition.
- Improved clarity and consistency within the regulations regarding steering column mounting provisions.

IPRAA Rule Review Request Form

Club Member Name - IPRASA Committee.

Date of Submission – 27/04/2025

Topic for Proposal – Reg 13.7 Heater wording amendment.

Please outline the details of your request.

To allow the fitment of a roof mounted vent for cabin ventilation.

In your opinion, what improvement will this change bring to the category?

This change will allow competitors to utilise vehicles that have previously been built for other motorsport disciplines (e.g. gravel rally) while remaining compliant with IP regulations.

Show any supporting technical data or other evidence in support of the change.

This amendment will better align the IP rule set with those of other categories, reducing barriers for competitors who wish to purchase new vehicles or transition existing vehicles which otherwise comply with 3J regulations.

The removal of an existing roof vent and subsequent repair of the roof skin to a compliant and presentable standard is a significant and time-consuming process. Allowing roof vents eliminates this unnecessary rework while maintaining vehicle presentation and compliance.

List of seen benefits if change is implemented

- Improved versatility of vehicles to compete across multiple classes and disciplines.
- Elimination of unnecessary fabrication work associated with removing and repairing existing roof vent holes.
- Reduced cost and effort for competitors transitioning vehicles into IP competition.

Existing Regulation wording

All components solely associated with the heating, air-conditioning and ventilation system are free. Any openings created by the removal of ducting, vents and controls from the dash must be closed by the addition of panels, which may be used to mount additional instruments or controls.

Proposed new rule wording

All components solely associated with the heating, air-conditioning and ventilation system are free. Any openings created by the removal of ducting, vents and controls from the dash must be closed by the addition of panels, which may be used to mount additional instruments or controls.

It is permissible to add up to two forward facing roof vents for additional cockpit ventilation. The rear of the vents must not proceed past the B-pillar location on the vehicle.

Summary

This is a practical, common-sense amendment that enables otherwise compliant vehicles to compete in IP without unnecessary modification. As roof vents provide no measurable performance advantage, this change supports accessibility and cost reduction without impacting category parity.

Existing Regulation wording

9.13 STEERING

(a) The steering rack or steering box is free provided that:

(i) The steering rack housing or steering box housing is an unmodified part from an eligible Automobile; and

(ii) The mounting points used to mount the original steering rack/steering box on the body, Crossmember and/or Sub frame are used, unmodified, to mount the replacement steering rack/steering box; and

(iii) The type of steering remains unchanged (e.g. Steering Rack or Steering box); and

(iv) No other modifications (e.g. steering column etc.) are made for its fitment, except as permitted in 9.13(b).

(v) Where a steering rack has been changed to one with a different method of power assistance, not available in the original vehicle (e.g. Unassisted, Hydraulic, or Electric), then the Crossmember or Sub frame may be modified only to fit the replacement steering rack. The crossmember and subframe location may not be modified, nor can any suspension pick up points be modified other than as permitted in 9.14.

(b) An "Electric Power Assisted Steering" (EPAS) column unit is permitted, in which case the steering column may be replaced with an EPAS unit from an eligible Automobile. The replacement column is to remain unmodified, the connection to the unit is free. The intermediate shaft may be modified or replaced.

(c) All other components of the power steering system are free.

Proposed new rule wording

9.13 STEERING

(a) The steering rack or steering box is free provided that:

(i) The steering rack housing or steering box housing is an unmodified part from an eligible Automobile; and

(ii) The mounting points used to mount the original steering rack/steering box on the body, Crossmember and/or Sub frame are used, unmodified, to mount the replacement steering rack/steering box; and

(iii) The type of steering remains unchanged (e.g. Steering Rack or Steering box); and

(iv) No other modifications (e.g. steering column etc.) are made for its fitment, except as permitted in 9.13(b).

(v) Where a steering rack has been changed to one with a different method of power assistance, not available in the original vehicle (e.g. Unassisted, Hydraulic, or Electric), then the Crossmember or Sub frame may be modified only to fit the replacement steering rack. The

crossmember and subframe location may not be modified, nor can any suspension pick up points be modified other than as permitted in 9.14.

(b) An “Electric Power Assisted Steering” (EPAS) column unit is permitted, in which case the steering column may be replaced with an EPAS unit from an eligible Automobile. The replacement column is to remain unmodified, the connection to the unit is free. The intermediate shaft may be modified or replaced.

(c) The mounting of the steering column is free provided there are no modifications made to the column itself. It is permitted to modify or remove the OEM dashboard support bar.

(d) All other components of the power steering system are free.

13.1 STEERING WHEEL

The steering wheel may be replaced by one which is of at least 300mm diameter. It is permitted to add a steering wheel boss, **or weld on quick release mechanism** possibly incorporating a quick release mechanism, to enable the fitment of a permissible steering wheel. ~~The steering column may be lowered by the addition of spacers/ longer bolts at the rear mounting points provided no other modifications are required.~~

Summary

This is a straightforward and practical amendment that helps ensure all vehicles in the category can clearly meet the regulations.

The change removes some grey area in the current wording by explicitly allowing steering column mounting setups that are commonly used, particularly in vehicles fitted with roll cages.

It makes things easier for competitors by avoiding unnecessary rework, especially for those bringing cars across from other categories, while still aligning with accepted safety practices.

Importantly, there’s no performance benefit from this change — it simply improves clarity, consistency, and ease of compliance across the category.

Overall, it’s a low-impact update that makes the rules clearer and more user-friendly, while helping competitors build and run cars with confidence.



Rule Review Request/Proposal

Constitutional Reform – One Member, One Vote

1. Submission Information

Club Member Name: Improved Production Racing Association of Victoria

Date of Submission: 18 June 2026

Topic for Proposal: Amendment of the Improved Production Racing Association of Australia (IPRAA) Constitution to replace the current State Delegate voting model with a direct national membership voting model.

2. Summary of Proposal

This proposal seeks to amend the IPRAA Constitution to replace the current voting model whereby constitutional amendments and national rule changes are determined by State Delegates with a direct voting system conducted across the entire national membership.

Every eligible member shall have one vote. Voting power shall be equal regardless of State or Territory affiliation. Eligibility to vote shall be limited to Financial Members as defined within the current IPRAA constitution¹.

Constitutional amendments and national rule changes shall require a two-thirds (66.7%) majority of votes cast by eligible members nationally. A minimum participation threshold of two-fifths (40%) of eligible members shall be required for a ballot to be valid.

The proposal does not alter the role of State Associations or State Delegates in administering, reviewing, developing or recommending rules.

¹ The current IPRAA constitution states that a financial member shall be a person who is a member of an affiliated State or Territory Association and for whom a capitation fee has been paid to the IPRAA in accordance With the By-laws.



3. How Will This Improve the Category?

The proposed changes will achieve the following benefits:

- Democratic representation;
- Equal treatment of members;
- Increased member engagement;
- Improved transparency;
- Better alignment with modern governance; and
- Stronger legitimacy.

4. Impact of Nil Action

Without constitutional reform, national decisions will continue to be determined by a small number of delegates rather than the broader membership.

5. Background and Supporting Data

5.1. Current Governance Structure

The current IPRA Australia Constitution provides for constitutional amendments and rule changes to be approved by a two-thirds majority vote of the Executive Committee.

5.2. Issues with the Existing System

The current governance model is based upon equal representation of affiliated State Associations rather than equal representation of individual members. Each affiliated State Association is represented by a single Delegate regardless of the number of active members within that State.

5.3 Principles of Democratic Governance

The principle of one member, one vote is widely recognised as the fairest method of determining the wishes of a membership-based organisation.

5.4 Proposed Solution

The proposed solution is to retain the existing State Delegate and State Association structure while requiring constitutional amendments and national rule changes to be ratified by a direct national member ballot.

5.5 Alternatives Considered



5.5.1 - Retention of Current System

Maintains existing governance arrangements but does not address concerns regarding unequal voting power between members.

5.5.2 - Weighted State Voting

Allocating voting power according to State membership numbers was considered. However, this introduces additional complexity and still does not provide direct member representation.

5.5.3 - Advisory Member Ballots were considered.

Conducting non-binding member surveys was considered. However, such surveys would not provide members with direct decision-making authority and may not resolve concerns regarding governance legitimacy.

5.6 Retention of State Associations and Delegate Structure

This proposal does not remove or diminish the role of affiliated State Associations or their appointed Delegates.

5.7 Participation and Quorum

A ballot shall only be considered valid where at least two-fifths (40%) of eligible members (nation-wide) participate in the vote.

6. Proposed Constitutional Wording

The following changes are proposed for section 12 of the IPRA Australia Constitution; struck out text is proposed for deletion, red text is proposed for addition. Black text which has not been struck out remains as it is written in the current constitution.

12.1.A Changes to Rules and the Constitution ~~may~~ shall be achieved by a 2/3 majority vote of **Financial Members of Improved Production Australia.** ~~the Executive Committee.~~

12.1.B For a voting outcome to be ratified, participation must be received from not less than two-fifths (40%) of national Financial Members.

12.1.C All Financial Members shall possess equal voting power regardless of State or Territory affiliation.



12.2 The Executive Committee must provide the members with at least 30 days notice of any proposed Rule or Constitutional change and provide all members with a minimum of 90 days for compliance.

12.3 Each member has the right to challenge a Rule or Constitutional change ~~made by the Executive Committee~~ if they believe it is not in the best interests of IPRAA. A signed petition of 20 ~~members~~ **Financial Members** can be forwarded to the National Administrator and the National Administrator must take the proposed change to a member's ballot.

12.4 In the case of a ballot, the National Administrator shall close the register of members to determine an electoral roll of ~~Registered members~~ **Financial Members** 7 days before the distribution of an electronic ballot process. A copy of the electoral roll showing names; ~~and~~ email addresses ~~and logbook numbers~~ shall be provided to the Returning Officer and each State or Territory Delegate prior to the distribution of electronic ballot forms.

12.5 Ballot forms or links shall be distributed direct to the ~~Registered members~~ **Financial Members** by the National Administrator. The National Administrator shall fix a closing date not less than 14 days from the dispatch of ballot forms.

12.6 Ballots will be collated by the Returning Officer. ~~12.7 The determination of the Returning Officer shall be final. His/her determination shall be notified to State or Territory Delegates within 7 days of the closing date.~~

12.7 ~~The determination of the Returning Officer shall be final. His/her determination shall be notified to State or Territory Delegates within 7 days of the closing date.~~

12.8 ~~Changes to Rules may be made without ballot in the event of a conflict with the law or the Rules of CAMS Motorsport Australia provided that such change is limited to resolving such conflict.~~

7. Implementation

Should this proposal be adopted, the amended voting process shall come into effect on 1 January 2027.



8. Conclusion

This proposal seeks to establish the principle of one member, one vote within Improved Production Australia while preserving the existing State Association and Delegate structure.