Minutes VC1

1. National Administrator Position

Delegates all voted for the acting National Administrator to take up the position for the next two years

TAS        Yes

VIC         Yes

NSW      Yes

QLD        Yes

NT          Yes

WA         Yes

SA           Yes

NA to publish result to FB and Website

1. Proposed Rule Change dates

Delegates agreed to the proposed schedule below

Delegates to propose any rule changes by end of February 2022

Delegates to discuss proposed rule changes and vote on the 15thof March 2022 on whether to proceed to intent documents

If intent documents are to proceed they are to be completed by the 31st of May 2022.

Clubs to vote on the Intent documents during June 2022 for submission to Motorsport Australia at the 30th of June 2022.

1. Rule Changes

FM&FN Mustang(Document to have additional support information added)

i.e. Replacement for Ford Falcon

It was indicated that the current generation Camaro was group A complaint. Though it may not have the minimum of vehicles imported, but may add to the argument for admittance to maintain he rivalry.

Side glass/polycarbonate(Vic to formalise a document)

                Vic to action

Gearbox rule change(Further work required)

                WA to action

Toyota Soarer submission \*\*\*NEW\*\*\* Documentation Attached

                Applicant to verify quantity imported

QLD raised admitting fully compliant 3E cars to the category.

Concerns were raised about parity between restricted and un restricted turbo cars

Boost monitors are a new technology that would need further thought on checking and EO’s role and responsibility

QLD had started a lap time comparison list and will expand it and distribute list to the delegates

NA suggest two step process Step one being 3E Naturally Aspirated and Step 2 being Turbo cars.

Further discussion at future meeting

1. Tyre Tender

We have received one EOI to date from Khumo.

I have emailed or spoken to Bridgestone, Statewide Tyres(Nankang), Toyo, Hankook(Via SA Motorsport Tyres) and Dunlop(via contact form) in the last week.

1. AMRC

Formal response received QLD(7th Feb) and VIC(9th Feb) requested to have their club meetings prior to distributing the document.

QLD undertook to create a simpler dot point form for members.

1. High Profile Events

Still chasing ARG and Shannon’s Nationals Organisers. I will develop further contact with ARG/Supercars to see the implication of the combined entity and if any grids become available or if the will monopolise their available spaces. Most of the grids that have become available have been COVID State border closure generated which may be coming to an end.

NSW advised their contact for SMH round was Paul Martin- Motorsport Operations Manager from Supercars.

1. Items I raised in my nomination document I wished to discuss further

Formalising yearly meeting structure for goal setting, delegate interaction on rules

changes and subsequently lowering the overall cost of IPRAA so more of the Tyre

Tender generated funds raised can go into the yearly IPRA Nationals or other National events.

  Delegates agreed to formal change to VC structure over one National in-person meeting

Developing commercial nationwide sponsor for the members benefits e.g. a

member preferred E85 fuel supplier, or apparel supplier, or ecu supplier with

discounts for IPRA members being the priority. Delegates generally agree.

Delegates to supply their existing sponsors to reduce any conflicts

Maintaining good levels of communication with the members via the delegates and

the web and Facebook pages.

1. Other Items

VC2

1. Rule Changes

·         Gearbox. Revised document attached(WA) document ready to go to club meeting for voting.

·         The WA Flagged 9.8 Sway bar reg was revised in 2005 (as below) was discussed.

National Administrator to check on AMRC response to rule changes via Motorsport Australia prior to deciding on whether to action change or undertake another rule change document and associated vote.

o     **SWAY BARS**

Sway bars, their pivot points and associated linkages are free. On strut type suspensions where the sway bar acts as a control arm it is permitted to change the thickness of the bar only. The inclusion of spacers at the sway bar mounting points is permitted, but only by extending bolts in the original body mounts.Delete not required was voted to be removed back in 2005\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*

·         Toyota Soarer application(SA) has been completed with import numbers.

It was agreed it was ready to be forwarded to Motorsport Australia. Application transmittal to Motorsport Australia to be delayed until the end of the month to accommodate QLD committee meeting prior to submission.

·         FM&FN Mustang(NSW) rule change was discussed with some delegates expressing concerns accommodating vehicles outside the dimension requirements of  a touring car. It was noted #E have change the rule to  about the degree of dimensional non-compliance. NSW to provide scrutineer checked dimension check

·         During the Mustang/3E discussion it was raised about compliance of dimensions for Toyota 86.

NSW to measure to road version to determine compliance(Post meeting MA have advised sportscar category believe it should run in 2B/2F)

·         Side glass/ polycarbonate(VIC) to be rolled in 3E and 3J rule gap analysis

·         3E class thought bubble from NA below following points raised by QLD last meeting.

I wish to flag as NA I have a conflict of interest in that I’m building a 3E car to hopefully do the 6 hour next year and possibly the Shannon’s round at the Bend this year, if my budget doesn’t run out. I also have measured my Peugeot 308GTI’s odd little turbo (doesn’t have an inlet flange) and got advise/drawing for a restrictor to fit it.

Possible options (Minutes in this section marked in red to distinguish between thought bubble and meeting discussion)

1.       List that Toyota 86 cars compliant to the 86cSeries rules can run in 3J

(Note the original series launched in 2016 and road cars don’t have adjustable rear arms, but later series(by 2021)86 series race cars have rear arms are adjustable and are not 3J compliant, as per VIC advise)

(As NA I like this as a pointer to where they should run, rather than them having to sift through rules and get a full understanding. If the series changes to the new 86 model there will be 40ish cars sitting around. Series status for next year TBC)

It was expressed by some delegates that entrants can cheaply change arms and that is their preference over changing arms.

2.       Above and also allow adjustable arms for everyone

(rather than changing the rules and not specifically listing the 86 Series cars)

Changing the rule to allow adjustable arms was not a preferred option of VIC, NSW and QLD

3.       Item one and all Naturally aspirated 3E vehicles(running control tyre)

      This option was discussed with VIC expressing their preference for a gap check between 3E and 3J rules to accommodate vehicles rather than a blanket 3E naturally aspirated compliance statement.

All the unrestricted turbo accommodation option below were discussed with concerns expressed about existing member not being content with a change. Further information to be collected to better to inform further discussion.

* NSW is going to video/photograph boost monitoring compliance check at Bathurst 6 hour for delegates to get a full understanding of the process.
* QLD is to complete a lap time comparison for 3E vs 3J
* Motorsport Australia see 3E as a lower level modification level to 3J and could see the possibility of accommodating all 3E cars in in 3J.
* Limiting the 3E cars that are compliant to those that have aged out of 3E compliance may be preferable option if it were to be contemplated.

4.       Item one & three and 3E Turbo cars with restrictor and specifically mention non-restricted turbo can run for no points.

5.       Item one & three and allow 3E turbo cars to run boost monitors in parallel to restrictors for 3J

(Car must be initially log booked as 3E to be allowed to run boost monitor rather than restrictor???)

6.       If we are allowing 3E cars to run in IPRA do we examine similar compliance for PRC/tarmac rally cars?(or a subset of them)

WA delegate to document tarmac rally car rule differences from 3J for delegates to get a better understanding.

1. Tyre Tender

Spread sheet attached

Hoosier I have left wider than typical tyres of smaller diameter out and only listed A7/R7

Bridgestone and Kuhmo are inside-outside tyres not a directional tyres.

It was agreed that a wet tyre / dry tyre  combination was not preferable.

It was requested that the tender document express that an R spec tyre be looked at more favourably.

National Administrator and QLD to meet via VC and finalise tender document in the near future.

1. AMRC info sheet & QLD short point form document(TBC)

AMRC QLD point form document to be finalised prior to QLD club meeting and distributed to delegates

1. QLD raised having a 3J current vehicle list as a marketing tool on the website as an introduction tool for prospective competitors. It was jointly discussed to qualify as a non-exclusive list and to contact EO in competitor’s state if they wish to run a vehicle not on the list to check compliance. It is requested delegates generate a list of vehicles currently and/or have historically competed in their state to massage into a master list.

VC3

1. Tyre Tender Document. Final proposed document for final review by delegates. I will distribute to Tenderers on Friday afternoon
2. Rule changes. Motorsport Australia has queried where is the rule for changing ECU freedom?

Delegates understanding was it was captured under 4.1

**4.1  GENERAL**

Subject to the limitations contained in 4.2 and 4.3 below, the engine and components directly associated with its function are free. The crankshaft centreline as viewed from above must be parallel to that of the original engine.

**12.1  ELECTRICAL SYSTEM**

The wiring and electrical connectors, switches, fuses and circuit breakers, starting, ignition and generating systems are free. A panel incorporating additional/ replacement switches and/or circuit breakers may be added. The starting, lighting and turn signalling apparatus must be in working order at the start of each competition. All globes must at least meet the original equipment specification.

Flick back to MA for feedback for them to action if modification of 12.1 is required.

I have spoken to Motorsport Australia and they can see the existing rule for ECU freedom is clear. Their suggestion is body control modules and differential control modules which are routinely changed could be added to freedoms in electrical with the addition of the “,modules” after fuses in the first sentence to provide further clarity.

1. 2005 Rule changes. No AMRC minutes back that far

3.17 GENERAL
Holes may be drilled for fasteners, e.g. bolts, screws, rivets etc. Holes of the minimum necessary dimension are permitted to be made for the passage of wiring and fuel, brake, oil and intercooler lines/hoses. Nuts, bolts & fasteners are free.

Item 6 (Steering and suspension) reinstated for clarity.

o     **SWAY BARS**

Sway bars, their pivot points and associated linkages are free. On strut type suspensions where the sway bar acts as a control arm it is permitted to change the thickness of the bar only. The inclusion of spacers at the sway bar mounting points is permitted, but only by extending bolts in the original body mounts.Delete not required was voted to be removed back in 2005\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*

9.12 RIDE HEIGHT
All fully sprung parts of the Automobile, with the exception of the entire exhaust system, must be at least 100mm above the ground when measured on a flat level surface with the Automobile at Racing Weight with the steering wheel centered.

No objections to 2005 rules changes above being passed by the executive. NA to formalise document for vote at next meeting

3E/3J Rule gap discussion(Lap times)

QLD supplied spread sheet of times to be shared with delegates

VIC to “**What stops a 3E production car from racing in 3J?” document attached**

Delegates and committees to discuss rule alignment(removing gaps/obstacles) or allowing fully compliant 3E being allowed to run in 3J

1. AMRC/QLD dot point to be published on ipraaus.com.au in the coming weeks

1. Ford Mustang and Toyota 86 Dimension check NSW TBC

Motorsport Australia have requested a second scrutineer as a witness present to make it an official measurement as it means its impartial if there are rule adjustments and there is any issue of impartiality when reviewing with the 2F category.

1. Other items

NSW raised 2001-2500cc weight limit for Honda Civic competitors that have undertaken a K24 engine swap as K24 is the cheapest option..

NSW to come back with formal document for consideration

**MINIMUM RACING WEIGHTS**

Where the engine block and/or head has been replaced by one of a different design to that fitted as standard equipment for the model concerned, the following scale of minimum weights shall apply.

* 1. (a)  For naturally-aspirated front wheel drive Automobiles, based on the swept volume of the engine:

<1400cc                                 875kg

1400cc to 1600cc                 965kg

1601cc to 2000cc                 1045kg

2001cc to 2500cc                 1110kg

2501cc to 3000cc                 1175kg

3001cc to 4000cc                 1285kg

4001 to 6000cc                     1405kg

1. National Administrator to follow up with Motorsport Australia on WA Street Cars vs 3J position.

Push for the class in WA to be combined 3J plus invited (street cars)cars and designated IPRAWA Club championship

Post meeting I have spoken to Motorsport Australia and WA and the current process is clearer and can be resolved without further action from the National Administrator at this stage.

Sundries

Gearbox Rule Change(Out for clubs to vote on)

Toyota Soarer Application(Submitted to Motorsport Australia)

I’m chasing capitation numbers for 2021

United Petroleum club discount application has been submitted. United Petroleum have phoned and approved discount card

QLD to EOI again for Nationals April-ish

NSW speaking to Terry Donavan regarding running the next Nationals

Club meeting talking points summary

* Tyre Tender to be released 18th of March 2022 closing  17th of June 2022
* Five EOI were received for the tyre tender
* Existing log booked 3E vehicle transition into 3J is being examined
* Executive committee are looking at some minor ruleset tidying that has previously voted on but not actioned
* Other State Club proposed rule changes will be circulated in the near future
* Toyota Soarer application has been submitted to Motorsport Australia

VC4

1. Rule changes summary delegates

Proposal              NT          WA         SA           VIC(Prov)             TAS(Prov)         NSW      QLD

3E Rules               TBC        Y              Y              N                             Y                      TBA        N

Windows             TBC        Y/Y         N/N        N/N                        Y/Y                     TBA        N

Sequential           TBC        Y              Y              Y                              N                      TBA        N(DSG)

(Prov Y to seq)

Min Weight         TBC        N             N             N                             Y                       TBA        Y

QLD, NSW and TAS to vote on VIC intent documents for sequential and DSG

NA to check NT member number status to check whether to be included in vote

Motor Sport Australia update (JA)

FIA dimension test to be changed.

Final form unknown

* Option let FIA change an live with it
* Add FIA dimensions test to #J rules
* 3J add a text definition

FIA time frame by years end

Delegates to discuss with committee about step towards options below:-

Adding FIA Group A dimensions test to rules set

Or

·         Minimum 4 seats.

·         Solid/Fixed Roof (not convertible).

·         Engine in the front 50% of the vehicle

·         Less than $150k

·         Sold by manufacturers agent in Australia

Or let FIA changes happen

VIC raised clearing up technicality over the number of grey import vehicles.

Mustang  dimensions TBC hopefully resolved in a fortnight

WA Queries

On the IPRA website it only lists the winners for the past years for the under 2 litre and over 2 litre why haven’t we listed the other classes that were awarded at the past nationals?

Yes we can delegates to forward Nationals results in their state to populate the list

National sporting regs to be loaded on documents page.

Copy of sporting regulations to emailed to delegates.

Can we get a section listing the lap record holders for IP at the different tracks we race on

Yes, delegates to forward lap records to NA

Track logos can be designed in house in QLD to populates page

QLD delegate can coordinate

What is the official Facebook IPRA site? <https://www.facebook.com/IPRAAUS>

Appears there are a few different titled sites Only official is the one above.

Who are the designated admins for the sites? David Dowling and I have been added recently

Can we restrict posts to those of financial members of a IPRA club.

Not a practical approach without a dedicated administrator

Appears most comments are coming from non-members.

Victoria raised their procedure of voting which consist of Face to face club meeting, Zoom then only online voting method used.

With option of member votes possibly coordinated option via Victoria/David Dowling

Feedback sought from each states committee about moving to a structural

VC 5

QLD was absent due to work commitments, but was available by text for any queries

1. It was agreed voting was as per the table below

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
|   | NT | WA | SA | VIC  | Tas | NSW | QLD |
| 3E | Y | Y | Y | N | Y | Y | N |
| Windows side | Y | Y | N | N | Y | N | N |
| Windows rear | Y | Y | N | N | Y | N | N |
| Sequential | Y | Y | Y | Y | N | N | Y |
| DSG | Y\* | Y | Y | Y | N | Y | Y |
| Min Weight | TBC | N | N | N | Y | Y | Y |

On that basis 3E, Sequential and DSG are the rules to pass on the vote.

NA to type up signing docs for Delegates and email out for review

1. It was raised by Victoria that they had several competitors that cars are originally log booked as Saloon cars not 3J are were excluded from the vote.

This also arises with the proposed 3E rule change. It was proposed changing the constitution to reflect this by changing it from “3J logbooked” to “3J Compliant”

NA requested delegates to comeback with what their constitutions say in this regard.  NA also requests any other suggested constitutions changes to align state and nation constitutions or any other constitution deficiencies. All changes need to be identified to allow for a single ballot on changes in the next year or so.

1. Other items discussions
	1. Combining the two separate parts of early and late model into one gearbox rule
	2. Fascia EM/LM Clean up
	3. Harness Rule removal and refer to Schedule I
	4. Fuel to be streamlined
	5. Discuss 300mm rule with MA and the implication for off the shelf partial steering wheels

1. Steve Cherry proposed re-write was discussed.

It was proposed to wait to see the FIA changes on the basis MA would be accommodating of a late rule change should the FIA re-write Group A rules

VC 6 Agenda/Minutes/Post minutes communications

1. Mustang dimensions and discussion about whether to request its admission to the category

NA to submit proposal to Delegates for majority states agree to added vehicle to list subject to AMRC approval

NA to speak to MA about possible FIA rule change and write a paragraph on possible change for delegates to discuss with members.

NA has spoken to MA an rule FIA change appears to be about the definitions of touring and sports cars. FIA Group A definition won’t change.

MA to come back with further details on possible changes.

1. Nationals catch up

Plenty of U2L, mixed heat racing, U2L final. Tyres strip and fit will be charged.

1. Yokohama tyres & Come a try(5 positions left)

NA to discuss sponsorship with Yokohama around Nationals

Post meeting NA has had a discussion with Yokohama about developing a Nationals timeline with consultation points.

Yokohama is not fixed on a advertising position just a consultative process optimising their representation subject to issues as they may arise.

They are not rigid in their approach about having either windscreen banner door trim etc

NA to draw up a calendar based on labour day long weekend for events.

1. Rule changes(live sign off if required)

VIC to sign post meeting, Delegates to follow on as they receive email

1. Constitution. any further thoughts

QLD raised national online voting option

3K and 3E log book members issue raised by VIC

VIC a rewording their constitution will forward details of their new constitution when completed

NSW get members to change logbook

3E logbook entrants will need to be listed separately with upcoming rule change if approved by AMRC

1. Block application

First Non-compliant block application reviewed for submission. NSW to resend application on Non-compliant block application form. NA to forward from.

1. Other items

IPRASA missed out on Adelaide 500 grid

                                VIC request paragraph outlining rule change status.

                                The rules voted on by members that did not pass were minimum weight break, polycarbonate windows(both side and rear were not supported).

                                The DSG , sequential and 3E Naturally aspirated were passed by members but are awaiting approval of the AMRC.

Please do not act on the rule changes until they have been confirmed acceptable by the AMRC.

Attachments

Two NCEB applications

5Agenda/Minutes/Post minutes communications

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Attachments

Two NCEB applications

VC7

Minutes

1.       FIA Dimensions

Motorsport Australia representative discussed the change in the FIA dimension test for defining sports cars and touring cars. GR Yaris will become compliant.

Ford mustang is still 2 cm short of compiling. Delegate still wish to add this vehicle to category. VIC still need to discuss with members. VIC undertook to communicate with members shortly via email.

Rule changes were discussed briefly.

2.       Non-compliant Block reply from AMRC

AMRC agreed with the applicants that the Winsdor/Cleveland blocks were not economically available. AMRC decided that the Coyote a modern replacement block and any competitor that can fit that engine must run it rather than a non-compliant block. The XE was passed. The AMRC found multiple examples of Coyote engines being fitted to Fox Body Mustangs and it’s NCEB application was The EB was passed. not approved.

The EB was examined and there was insufficient examples of Coyote engine being fitted to the EB and it was accepted by the AMRC the engine doesn’t fit and the application was passed. The rev limit was determined by the AMRC by looking at 6.1 Boss 302 dyno charts*.* The rev limit must be monitored as outlined in the reply. The rev limit may be exceed on downshifts but not under acceleration. The penalty for having the incorrect chip if a distributor fitted engine or exceeding the rev limit of a car fitted with aftermarket ECU would be exclusion.  The 6750 rev limit can be examined. The rev limit or an alternate method of restriction could be proposed after the first year of running.

Block application document to be amended to express applicants’ should include dimension for engine and engine bay in their application.

1. NA to write a couple of paragraphs for delegates to review prior to to putting up on website.
2. Constitution regarding Saloon and #E logbook holder etc. Agreed members can get their logbooks amended.

NA not currently receive state committee meeting minutes as per constitution please forward future meetings.

Delegates to forward member numbers for capitation and member list to NA as per constitutional requirement.

1. 2023 Calendar (Shannons Nationals/Bathurst)

NA has been speaking to Shannons series Trophy series round is looking very likely for the 16-18th of June 2023. Bathurst still TBC. Should the Bathurst event happen the NA would like to put a levy on entry to fund social media work to raise the profile of the category

1. Yokohama

NA waiting for Nationals TBC prior to engaging Yokohama of ongoing contract.

1. Other items
	1. Invitational Categories. WA advised these are to be phased out for 2023. NA has discussed with Motorsport Australia. NSW and WA to share their previous documents on Invitational classes. NA to Massaged in a limited number of events per year Introductory class and distribute for consideration of the delegates. Copies of docs to QLD and TAS
	2. NA would like to concentrate on upping social media in the coming year

SA and WA are separately spending $1000 per meeting for Photos/social media.

Vic are doing Blendline and Rev Heads review again.

NSW experience is the Blendline cost are too high as it is $3000 per grid and they are currently running an U2L and O2L grids. They are doing their own video and photos which is quicker turn around

QLD are using Lee Wallis Media

NA to examine a IPRAA Social media platform to pool video with the goal of a weekly (rotating by state) of video uploaded by state social media reps

Post meeting comment NA is contemplating a Youtube channel and links from there post on Facebook. IPRA Raceview is a suggested name feedback or alternates would be appreciated

Delegates to forward member lists for Capitation and National Register NA needs to hold as per the constitution

* 1. QLD queried what clubs are using for membership management. NA advised SA are using Member Jungle and will circulate correspondence from Sam Bradbrook who set it up.

NSW Invited regs

**E. 11 Invited Cars**

During the course of the 2022 season, the Category Organisers in conjunction with event promoters may designate specific rounds to run with an additional "Invited Cars" group. Invited Cars may not meet all of the requirements of the 3J Improved Production rules, but will be built in the spirit of the rules and will fall within the existing performance envelope of the category.

(i)            Invited Car competitors will not be eligible to score Championship points, but will be incorporated into the Improved Production field at any specified events.

(ii)           Invited Car entries will only be accepted at rounds designated in advance as Invited Car rounds by the Category Organiser and event promoters.

(iii)          Invited Car competitors must be full financial members of IPRANSW and cars must run the correct category vehicle signage, plus any additional signage required by the Category Organisers specific to Invited Cars.

(iv)          Invited Cars will comply with Motorsport Australia's General Requirements of Automobiles and will be issued with an appropriate logbook.

(v)           Guidelines for acceptable cars / modifications and the process for applying for an invitation will be provided prior to or during the entry timeframe for the respective race meeting. This information will be published on the IPRANSW website and may also be communicated via email.

(vi)          Any competitor wishing to enter the Invited Cars group must receive a formal invitation from the Category Organisers and be approved by the event promoters for a specific race meeting.  Competitors who have not received an invitation shall not be allowed to enter in the Invited Cars group for that meeting.