

1st ISRA delegates meeting 3.10.2015 Prague, Czech Republic

ISRA officials present at the meeting:

ISRA chairman	Anders Brommesson
ISRA secretary	Emilia Sinisaari
ISRA technical officer	Graham Woodward
ISRA treasurer	Richard Mack

Delegates present at the meeting:

Janis Rage-Ragis	Latvia
Kari Sinisaari	Finland
**Simas Nemira	Lithuania
Kaiar Tammeleth	Estonia
Steen Michaelsen	Denmark
Ben Woodward	Great Britain
**Chris Radisich	New Zealand
Torgny Nordgren	Sweden
Valeriy Pluta	Ukraine
Antonin Vojtik senior	Czech Republic
Roger Schmitt	USA
**Stefan Ehmke	Germany
Luiz A. Bernardino	Brazil
Paolo Sbrana	Italy
Theo Vanginderhuysen	Belgium
Nikolay Dolzhanskiy	Russia

**Not allowed to vote by ISRA rules

The election of Race Jury for the ISRA Worlds 2015:

2 stewards chosen by Race director: Veli-Matti Kantamaa & Antonin Vojtik junior

2 stewards voted by delegates: Chris Radisich & Theo Vanginderhuysen

Deadline for rulebook proposals 2016 will be on Sunday, start of the 2nd meeting.

2nd ISRA delegates meeting 4.10.2015 Prague, Czech Republic

ISRA officials present at the meeting:

ISRA chairman	Anders Brommesson
ISRA secretary	Emilia Sinisaari
ISRA technical officer	Graham Woodward
ISRA treasurer	Richard Mack

Delegates present at the meeting:

Janis Rage-Ragis	Latvia
Kari Sinisaari	Finland
**Simas Nemira	Lithuania
Kaiar Tammeleth	Estonia
Steen Michaelsen	Denmark
Ben Woodward	Great Britain
**Chris Radisich	New Zealand
Torgny Nordgren	Sweden
Valeriy Pluta	Ukraine
Antonin Vojtik senior	Czech Republic
Roger Schmitt	USA
Luiz A. Bernardino	Brazil
Paolo Sbrana	Italy
Theo Vanginderhuysen	Belgium
Nikolay Dolzhanskiy	Russia

**Not allowed to vote by ISRA rules

a) Proposals for changes to the ISRA rulebook for the following year's event

- We received proposals from USA, Brasil, Latvia, Great Britain, Finland and ISRA chairman Anders Brommeson

b) Proposals of coming events

- Finland
- Italy

c) Other questions to be considered by the delegates.

- Should there be a limit to the price of a production chassis
- Accepting the new Mossetti chassis
- Should there be a spezified standard ISRA track controller plug type

3rd ISRA delegates meeting 10.10.2015 Prague, Czech Republic

ISRA officials present at the meeting:

ISRA chairman	Anders Brommesson
ISRA secretary	Emilia Sinisaari
ISRA technical officer	Graham Woodward
ISRA treasurer	Richard Mack

Delegates present at the meeting:

Janis Rage-Ragis	Latvia
Kari Sinisaari	Finland
**Simas Nemira	Lithuania
Kaiar Tammeleth	Estonia
Steen Michaelsen	Denmark
Ben Woodward	Great Britain
**Chris Radisich	New Zealand
Torgny Nordgren	Sweden
Michal Dolin, deputy	Ukraine
Antonin Vojtik senior	Czech Republic
Roger Schmitt	USA
Luiz A. Bernardino	Brazil
Paolo Sbrana	Italy
Theo Vanginderhuysen	Belgium
Nikolay Dolzhanskiy	Russia

**Not allowed to vote by ISRA rules

a) Election of ISRA official; 2015 ISRA Technical officer

It was agreed that Graham Woodward will continue as the technical officer.

b) Election of an election committee consisting of two delegates for the ISRA Chairman change 2016

Kari Sinisaari and Torgny Nordgren were chosen

c) Evaluation

All the delegates together with the ISRA Board thought that the event was successful and run with a professional manner. Overall opinion about the event was more than good.

d) Coming events

- Finland 4 votes
- **Italy** 9 votes,
Finland will be a backup organisator for 2017

e) Changes to the ISRA rulebook for the following year's event

USA's proposals

- If the host country is Australia, Brasil, Canada, Russia or the USA, host country racers living more than 2000km from the host site will be allowed to practice on Friday

YES 3 **NO** 9

- “Standard 3 prong plug” for controllers. ISRA track will have this type of standard plug. Can also have banana or alligator plugs for local drivers. This will be better for, no more hooking up wrong, also faster for changing. ISRA will decide which plug we use, maybe like the one in UK?

YES 7 NO 5

- Hand out tires for all classes. Less work for everyone and more racers will be competitive. Race organizer and ISRA can discuss what tires will be used for each track, example: JK, Speedshop, Ruff Cuts, Alpha. Then can be announced early for testing.

YES 1 **NO** 10

Great Britain's proposals

- Tracks to have lane colour marked on top of the track with pin stripe line

YES 12 NO

- Handout tires should be teched with car and given back for heat and then handed back in at the end of race

YES 4 **NO** 8

- Clarity rule on bracket for X25 regarding adding of strengthening tube
**Proposal changed to; Is it allowed to use a strengthening tube?

YES 5 **NO** 8

- Rearrange order of classes to have F1 second and ES32 third

YES 6 **NO** 7

- Track polarity on all ISRA tracks to be standard

YES 9 NO 3 ***Cross wired (7/13 votes)

Latvia's proposals

- The colour markings of lanes must be on surface of track

YES NO

Brasil's proposals

- Have a round for rotation for ISRA Worlds. Also round for North and South America

YES 4 NO 8

- Top 40 cannot mix in Production race

YES 6 NO 7

- Standard lane stripes for track

YES NO

Finland's proposals

- Always before a practice day starts, should the track be cleaned, glued and run in by the organizers

YES 5 NO 8

- ~~More pit space for everyone~~ ***This was not considered a real rule proposal so it was not voted on

~~YES~~ ~~NO~~

- Always allow a track call when a car falls on the floor

YES 1 NO 9

- The duration of the Worlds has to be shorter. For example: max number of drivers 96, who to be allowed to race shall be decided separately (driver limit per country, or a qualifying race)

YES 5 NO 8

- Track voltage set to 12.0V – 13.0V

YES 11 NO 2

- ~~Remove JK chassis from allowed list in PR24~~ *** This couldn't be voted on, all chassis meeting the necessary requirements are automatically allowed

~~YES~~ ~~NO~~

- When a problem with track occurs and a heat/race needs to be restarted, should the driver have the advantage. If there is someone fixing a car before the problem occurs and is ready before the heat/race was put to stop, should the driver be allowed to start the restarted heat/race normally, not for instance with a time penalty. This kind of incident happened 2015 in Atvidaberg SWE.

YES 9 **NO**

- Delegates should arrange a meeting via email, skype etc. every 3 months, or so

YES 7 **NO** 6

- All handout parts to be marked with numbers (bodies, motor, tires and interior)

YES 10 **NO** 1

- Limitation to number of parts, per driver, used during the whole event, including practice and race. They should be marked before practice. Max 4 chassis and max 6 motors per class per driver. Drivers are able to save money this way

YES 1 **NO** 10

- A practice heat should last 3 minutes (if cut backs are needed, then 2,5 minutes and so on, according to ISRA rulebook)

YES 3 **NO** 10

ISRA Chairman's proposals

- Minimum 120cm space between tables in pits

YES 13 **NO**

- Practice times until thursday: PR24 for 4,5h and rest for 2,5h

YES 2 **NO** 7

f) Other questions

- Change of ES24 body, voting between 2 candidates

- **Red Fox** 7 (New model)
- Kolhoza 4

- Mossetti chassis, deadline for the modified version is 1st of January

YES 12 **NO** 1

- Change to the marshalling system; If all heats are on the same day, the first Heat (A) will marshal the last one (Z), and the last one (Z) will marshal after they have driven: the old system. If the Heats are split to two days, the marshalling shall also be split according to the Heats.

ISRA account balances:

- (30/9/15) account balance £5868,39
income from Licence fees £1257,15
- Total (11/10/15) £7125,54