

PROPOSALS FOR RULEBOOK UPDATE

CZ

- ~~• Brushes, springs and shunts free on PR/24 motors. It means that on the handout motors will be sealed only screws and not springs. Reason for this is that in last 10 world schampinships was only 3 years equal and "long life" motors. Rest 7 years was the problem with brushes, springs or shunts. Now everybody can check this and change in ease of problem. Like chassis where you have chance to straight it.~~

~~YES NO~~
- 80 persons per category (top 50 ranked drivers + X more per country to reach 80)

YES NO, open issue, delegates asked to send proposals before 1.1.2009
- Follow point 1.6 in the rulebook (2 days per class)

Not a proposal this exist already in rulebook
- Qualification without direct move is not advantage, but disadvantage

YES NO
- ~~• F1 with motor not 90deg. Angle~~

~~YES NO~~
- ~~• F1 in case of motor not 90 deg. Angle tires diameter 18mm to be able to use them after on ES/32~~

~~YES NO~~
- ~~• PR/24 open chassis, open tires, own G12 motor according to basic rules like not mixing the part between manufacturers~~

~~YES NO~~
- ~~• Change point 1.6 (time schelude) easier format:~~

 - ~~• After finishing team race Sunday evening let night as open practice for that category from morning to have ticket practice and finished 1st day with qualification. Second day will be heats, semi, main.~~

~~YES NO~~

USA

- If your car is a rider, you call TRACK. Power is turned off as your car just crosses lap counter. Marshalls and/or race director see the incident, car gets put back behind lap counter OR laps “added”
YES NO
- During a crash your car flies over lap counter, clearly missing lap. Car is put behind lap counter or lap is “added”. Race director can check next lap, if descretion, looking for a lap time of double average lap times.
ex. Normal lap 5.00, next lap 10.00 = missed lap
YES NO

Reason for these proposals:

People have travelled long distances and spent a lot of money to “race”. It is not that hard to see for the marshalls and/or race director to give people the laps deserved.

NOTES from 1st delegates meeting 12.10.2008:

- Election of secretary for ISRA:
Kari Sinisaari accepted to work along Lasse Aberg
- 2008 RACE JURY selection
 - Michael Landrud
 - Gugu Bernardino
 - Josef Korec
- 2009 backup country for Finland World Championships will be Sweden
- Technical inspectors selected among delegates:
 - Production: Landrud, Dolzhanskiy, Kyropiy, Azzopardi, Bernanardino
 - F1/32: Zenker, UK, Gawronski, Fyhr
 - ES/32: Michaelsen, Vanginderhuysen, Rage-Ragis, Tammeleht,
 - ES24: Mach, Nemira, Korec, Castricone
- Korec presented new JK 2 piece chassis. First year to be possible in homologied schassis list in rulebook is 2010. Schassi came too late to get next years rulebook
- If worlds will be held in shopping mall etc. public place, equal conditions should be quaranteed for all racers. Temperature, sunlight, lighting etc.
- Some penalty system was proposed for organiser if worlds must be raced in back up country
- Rules has been changed by rulebook comitee based on voting in Revuca

2009 world championships paper presentation was given to all delegates and is visible on race venue adverticing wall. Production body will be published at the end of 2008.

2010 Bids for ISRA Worlds event:

- Gawronski presented USA Chicago race place facilities
- USA Albany
- Brazil, Gugu presented his new race venue plans and current status of building work proceeding in Brazil.

NOTES from 2nd delegates meeting 18.10.2008:

- presentations of 2010 bidders for ISRA worlds was kept by Roger Schmitt, Chicago and Gugu Bernardino, Sao Paolo
- ISRA rulebook 20min. service break will be updated to 30min. (Korec proposed, other delegates did agree)
- car should be put always where it went off (suggested by Azzopardi, voted later, USA proposal)
- after this year no more than 8 drivers in final, in case of equal result couple solution presented, Finland use tiebreak 2x30s and better result wins, Czechs compare last section better result etc.
- Finland ISRA 2009 worlds race director Veli-Matti Kantamaa presented himself
- Question to organizer was stated:
 - transportation from airports to race venue
 - transportation from racers hotel to race venue
 - night training during event is it possible
 - power supply and track cabling
 - warm up race

Answers:

- for transportation, details for these are not clear yet but because of Finnish high car hiring rates transportation will be arranged way or other
 - for training, as a guideline there exist 1.6 official time frame and 3.1.1 in rulebook
 - for power supply, Finnish Kemppi will be used and track cables will comply ISRA rule 2.5
 - Warm up race is combined with northern europe championships 21-24.5.2009 ARH club house, Helsinki (<http://www.autorataharrastajat.fi/>)
 - World championships will be held 3-10.10.2009 Ideapark Lempäälä, Finland (<http://www.ideapark.fi/>)
 - Production body type is published at end of 2008
 - exact information of venue arrangements and race schedule will be informed later
- Eurosport 24 body for 2009-2010 will be RedFox Audi Lmp
As stated by manufacturer, on market exist fake copies, RF will add originality mark to body
 - RedFox McLaren 2008 was accepted Formula 1 1/32 homologied body list
 - among delegates there was discussion about how often country could try to bid for ISRA worlds after having one, not clear answer in this meeting was given

- 2010 ISRA world championships voting:
 - first voting between USA bidders, Chicago was chosen to be against Brazil in final voting
 - Chicago (8), Brazil Sao Paolo (7)
 - **Mid-America Raceway, Chicago USA is venue for 2010 ISRA world championships**
 - 2010 Worlds backup venue will be Brazil, Sao Paolo
- 2011 ideas was discussed and Brazil, Sao Paolo bid was accepted
- related to Chezcians rulebook update proposal concerning limiting competitor amount, no conclusion achieved during this meeting. Delegates should send their proposals to ISRA secretary latest 1.1.2009. Rule will be taken in to use in 2010 ISRA worlds if changed.
- voting for rule change proposals, see previous pages.

Kari Sinisaari