

ISRA Delegates meeting October 9 2005

Delegates represented

Mario Azzopardi, Malta acting chairman
Matti Fyhr, Finland
Gugu Bernardino, Brazil
Brian Saunders, UK
Janis Rage-Ragis, Latvia
Jason Stone, USA
Josef Korec, CZ
Michael Landrud, S
Paolo Trigilio, Italy
Vlado Okali, Slovak
Lars Norkjaer, Denmark
Nikolay Doljanski, Russia
Ihor Khuriopy, Ukraine

Taking notes, Lars Harrysson

Seconds by Mario Azzopardi and Matti Fyhr

1. The chairman opens the meeting.
2. Officials:
Chairman recommended by Italy and Malta is Charlie Gooding and accepted.
Secretary – Lars Harrysson proposed and accepted.
Technical officer - Vlado Okali proposed and accepted.
3. Race Jury for the 2005 event was elected as - Lars Norkjaer (Denmark), Gugu Bernardino (Brazil), and Jason Stone (USA).
4. Information about the procedure at the 2005 event.
- There will be no service between qualifying and heats in Eurosport 24. Practice prolonged organized as 8x3 minutes in 4 turns making each practice session 2 lanes. Total practice time 24 minutes.
5. Next years event – One proposal for 2006 handed in from Italy to hold the race somewhere in mid/Italy on Ribera 2001 track. Full information by 30th of Dec. For 2007 Slovak Republic is preparing their event and information on their website (www.mac.ferrari.szm.sk).
Finland, Russia and United Kingdom have presented interest in organizing the ISRA Worlds 2008.
6. Incoming proposals moved to be decided on Saturday's evaluation meeting.

ISRA Delegates meetings 2005, Malta October 9 and 15

The following proposals were sent in prior to the meeting:

- a/ It shall be open for each body producer to have one approved body in each sprint class, e.g. F1 1/32, ES 1/32, and ES 1/24. A new body on the list always has to be in place of another if one from the manufacturer exists in the same class.
- b/ The rear body height in ES 1/32 shall be 32,5 mm.
- c/ Submitted bodies in time frame; From *Betta (UK)* F1 1/32; 2002 Renault, 2004 Williams, 2004 Bar-Honda, 2002 Toyota and 2000 Jaguar and from *Red Fox (Brazil)* ES 1/24 Lola, ES 1/24 Cadillac, and F1 1/32 2005 McLaren.
- d/ Submitted production chassis in time frame; From Mossetti Racing; Titan SS.

The following proposals were raised at the ISRA Delegates meeting:

- e/ Single body for all classes, incl. F1 1/32
- f/ Bodies are picked out of a submitted bodies brought forward at the delegates' table.
- g/ Approved bodies minimum rear height shall be decided by the delegates during the meeting.
- h/ The ISRA meeting shall not follow the described lines of the Rulebook chapter 1 of prior sent in changes to the rulebook, but the rules may be changed by proposals presented at the delegates meeting and then decided during the evaluation meeting a week later. See the Rulebook 1.1 particularly point e/ and the following section on timing for proposals.
- i/ Submitted bodies not inside the time frame; From *BOLID (Russia)* F1 1/32 2005 BMW-Williams, Production 1/24 Jaguar and 1/24 Alfa Romeo. *BPA (Czech Republic)* and *CAT (UK)* stands with their submitted bodies from 2004, eg. this year's race bodies in ES 1/32, ES 1/24 and F1 1/32.
- j/ Technical inspection 30 minutes after last practice counted from each practice group. Qualifying starts for highest ranking numbers before end of technical inspection.

Lars Harrysson

Second

Mario Azzopardi

Matti Fyhr

ISRA Evaluating meeting October 15 2005 5pm.

Delegates represented

Mario Azzopardi, Malta acting chairman
Matti Fyhr, Finland
Gugu Bernardino, Brazil
Brian Saunders/Ralph Parker, UK
Jason Stone, USA
Josef Korec, CZ
Michael Landrud, S
Paolo Trigilio, Italy
Vlado Okali, Slovak
Nikolay Doljanski, Russia
Ihor Khuriopy, Ukraine

Rob Lees, Race director
Andy Wasserman, Race controller

Taking notes, Lars Harrysson

Seconds by Mario Azzopardi

1. The acting chairman opens the meeting.
2. Body shells and production chassis.
Bodies: Unclear situation since minutes from 2004 second meeting non-existent. Particularly the decision with the 2 year approval created problems since the rulebook actually stated that bodies could/should be submitted for approval this year.
For 2006: Eurosport 24 - BPA Cadillac and Eurosport 32 CAT MG-Lola
Several bodies were handed in for approval, however the meeting decided that nothing should be decided until next year. Then it should be a delegates' choice between measured bodies on the table.
The following bodies were submitted:
Red Fox, Brazil; Peugeot 905, Matra, Peugeot WR, Lola-C all for Eurosport 24, and McLaren 2005 for F1 32.
Bolid, Russia; Williams-BMW for F1 32
Betta, UK; 2002 Renault, 2004 Williams, 2004 Bar-Honda, 2002 Toyota and 2000 Jaguar all for F1 32

The F1 32 bodies will be measured before final approval, but are accepted if they inside measurements.

Eurosport classes are single body classes. Due to the unclear situation at the meeting Red Fox withdrew their bodies from measurement by ISRA officer.

- Chassis: Mossetti Titan SS No. 300SS is approved.
3. Body dimensions in Eurosport classes are only to be measured as 1 mm front and rear height (Eurosport 32 - 32,5mm; Eurosport 24 - 35mm).
Observe the lifted rear height of ES32.
Front skids are cleared to be visible from above when ES24 Cadillac is mounted also in 2006. However, the maximum width of the car is still 83mm.
 4. Decision regarding points 6 a to j from earlier meeting.
 - a/ No
 - b/ Yes
 - c/ Yes, but see 2 above
 - d/ Yes, see also 2 above
 - e/ No
 - f/ Yes, see 2 above
 - g/ No
 - h/ Yes
 - i/ See 2 above
 - j/ No, but technical inspection has to be more efficient and run by more people.
 5. Italy has through Paolo Trigilio offered to try to host next years event, final answer by end of year, preferably earlier.
As reserves stands - USA Chris Radisich, United Kingdom Brian Saunders, Malta Mario Azzopardi.
 6. Meeting was closed and everyone went down to eat a nice meal and receive trophies. Thanks to Mario.

Minutes taken by

Lars Harrysson

Seconded by

Mario Azzopardi