

Minutes from pre-meeting October 6 2007

Decision made

Race Jury: Officials - Josef and Gugu, Deputies - Michael and Greg

Tech groups:

Production 24 - Rickard (UK), Kari (FIN), Josef (AUT), Paolo (I)
F1-32 - Esther (AUS), Greg (USA), Nikolay (RUS), Josef (CZ)
ES-32 - Ihor (UKR), Michael (SWE), Mario (MLT), Gugu (BRA)
ES-24 - Kaiar (EST), Janis (LAT), Simas (LIT), Charlie (ISRA)

Rule interpretations to be used during the 2007 event:

a/ The rule that all cars must be checked for 0.8 mm clearance at starting line of the first segment of each stage is ruled out – Instead only cars with tires changed during the warm up must be checked. Width 83 mm and 0,8 mm clearance.

b/ The rule that front wheels must be placed and visible in wheel archers as intended by the body in Eurosport classes is ruled out - thus it is accepted to make front wheels visible outside of intended wheel arch on the body.

Minutes from meeting October 13 2007

Delegates attending

Australia, Esther Lestrell
Austria, Josef Neubauer
Brazil, Jose Mario
Czech Republic, Josef Korec
Estonia, Kaiar Tammeleht
Finland, Kari Sinisaari
Italy, Piero Castricone
Latvia, Janis Rage-Ragis

Lithuania, Simas Nemira
Malta, Mario Azzopardi
Slovakia, Vlado Okali
Sweden, Michael Landrud
UK, Richard Mack
Ukraine, Ihor Kuropiy
USA, Greg Gilbert
Russia, Nikolay Dolzhanskiy

Chairman, Charlie Gooding
Secretary, Lasse Åberg.

Proposals regarding Rulebook changes for ISRA Delegates meeting 2007

Submitted proposals

Procedural questions

Elections of officials and constitutional questions

This year it is officially the Chairman that is up for election/re-election. No proposals apart from re-election have arrived. Charlie Gooding is elected for the period of 2007-2010.

** To make sure of active participation in voting in the Delegates meetings all decisions must be done with show of hands.*

a Shall we accept show of hands as only voting process in the meetings?

Yes No

** ISRA Worlds events are presented in the spirit of promoting slot racing world wide. Thus an approved organiser of an event takes on this duty and is preparing and fulfilling an event as a promoter for their national association as well as ISRA as international organisation, and completely in line with the decisions made by the ISRA Delegates.*

a Shall we accept this formulation as a ruling principle for the future organisation of ISRA events.

Yes No

** Election of ISRA Secretary to fill in for Lars Harrysson until 2008. Lasse Åberg from Sweden is submitted and has accepted if elected.*

a More proposals?

Yes No

b Can we elect LÅ until 2008?

Yes No

** An election committee consisting of two delegates must present a proposal for a new official the latest 30 days prior to the Delegates meeting. Proposals from individual licensed drivers can be submitted directly to ISRA within the same time frame. A proposed person must know they are submitted and be*

approached by ISRA to be able to acknowledge if they are willing to take on the duty.

- a1 Shall we accept the system with an election committee? Yes No
a2 Shall we accept an election committee based on two delegates? Yes No
a3 Shall we accept the 30 days pre-submission of their proposal? Yes No
b1 Shall we accept individual licensed drivers' proposals within the 30 days pre-submission time frame? Yes No
b2 Shall we accept that a proposed person should acknowledge if willing to take on the position in advance? Yes No

Election committee. Lars Harrysson and Gugu Bernardino.

Yes

Pre-payment system

It is decided that future registrations are to be made by pre-payment of entry fee and ISRA license. Thus the following proposal:

** All pre-payment shall be directed towards ISRA as an organisation. The license fee will be kept, while the entry fees are directed to the organiser at scheduled times during the progress of the event preparations.*

Shall we accept the pre-payment organisation? Yes No

** The organiser of an event has to guarantee by a bank warranty the re-payment of entry fees if the event is cancelled.*

Shall we request such a guarantee? Yes No
Does not apply anymore since ISRA is the guarantor towards the racers.

Payment, shall be done to an ISRA account. All the money will be kept on the ISRA account until the race is started.

If the race is cancelled the money will be returned or be kept until next year after decision by the delegates. Yes No

** Advance payment to be sure that racers show up.*

Pay licence fee 1 votes

Pay full entry fee 6 votes

Pay 100 Euro booking fee, balance at race. 10 votes Yes

The decision was that we will have a 100 Euro booking fee paying the balance at the race

No return of pre-payment if driver not show Yes No

Should a replacement driver be allowed for a non attended driver?
Unclear decision.

Coming events

** A reserve nation for Great Britain 2008 is needed. Sweden has agreed to take on this task if necessary.*

a Shall we accept Sweden as reserve nation for Great Britain in 2008?
Yes No

** Great Britain is presenting their organisation for 2008 and how they are going to run the event in line with the ISRA rules and spirit.*

a Shall we accept the layout presented by the Great Britain organisers?
Yes—No

Was not done and thus not voted on.

** There are two bids for the ISRA Worlds event 2009, Finland and USA.*

a Shall the event be run in Finland? 9 votes Yes No

b Shall the event be run in USA? 7 votes Yes No

** There is interest from several nations to run the event in 2010. No decisions have to be made on behalf of this until next year. New bids may be entered.*

Brazil, Finland and USA have shown interest, the latter two in case of not being elected organiser for 2009.

Entry levels and time constraints

Several proposals have been submitted. They follow two different paths. One path is limiting the number of entries, while the other path is promoting a clarification on what will happen if the number of entries becomes high. However it is not easy to on short notice decide which are the best solutions and their consequences. Thus an overall proposal is:

** A committee of three delegates is elected to present a number of well thought through options to the questions of entries and time constraints. This has to be done by the latest until 30th of November 2007 and decided by the Delegates in an e-mail vote by the 10th of December 2007. It must not be possible to register for the 2008 event until the rule change is made, thus not later than December 15th 2007.*

(The submitted ideas are presented in attachment 1.)

a Shall we accept the election of such committee as to present their proposals by November 30th 2007? Yes No

Observe that they must take into consideration the proposal in the rulebook as well.

The following delegates were voted for and they accepted:
Vlado Okali, José Mario, Greg Gilbert

Time schedule questions and practise

** Withdrawal or strict limitations (only the class that is going to be driven next day in the morning) if the 24 hour practicing rule is enforced.*

a Shall we withdraw the 24 hour practicing rule? Yes No

b Shall we restrict practice to the class raced if the 24 practice rule is used? Yes No

c Shall we request from an organiser to provide 24 hour practicing;

in first weekend? Yes No

all week? Yes No

** Open practice on Friday prior to event.*

a Shall we introduce open practice on Fridays prior to the event?

Yes No

** Two days for each class. (The full event of a class is done in two days)*

a Shall we introduce a schedule with two days per class?

Yes No

b Is the following an acceptable schedule per day: 1 day scheduled practice and then the race following directly.

Yes No

(Josef Korec will make up example time schedules and send out.)

** Track must be turned on during the service breaks between heats and semifinal, and between semifinal and final for those drivers qualified for the move up.*

a Shall we accept the track turned on in service breaks?

Yes No

(Josef Korec will make a schedule example)

Ranking

** Ranking rules qualifying order in all classes. Thus it may be of interest to rank drivers class by class.*

a Shall we rank the drivers class by class?

Yes No

Race procedures

** No direct move ups to semifinal, but everybody to the heats.*

a Shall we abolish the direct move ups to the semifinals from qualifying?
Yes No

b Shall we then abolish the ranking points for top 4 qualifiers?
Yes No

** Remove Production 24 and introduce Open gr12 instead.*

a Shall we exchange Pr24 for Open gr12? Yes No

Track calls

** A driver who calls track is always penalised by one lap.*

a Shall we penalise driver's track calls with 1 lap every time?
Yes No

Track conditions

** A clearly stated mixture of glue to be sprayed on the track, as well as restricted way of how and when it is done.*

a Shall we introduce a gluing rule? Yes No

** Every worlds track shall be re-braided within 12 months from the event.*

a Shall we require each organiser to re-braid their track before the event?
Yes No

** The track must have a flat surface. This should be measured by a 300 mm long leveller in two ways. First the banking so that it is minimised, second*

that joins and else is less than 1 mm from perfectly flat when measured with the 300 mm leveller held in the driving direction.

a Shall we introduce such a track quality request? Yes No

b Shall we accept the method of measurement? Yes No

Technical

Bodies

** Bodies for all classes are decided by the ISRA Worlds event organiser.*

a Shall we accept the organisers to choose all bodies for the event? Yes No

** A committee of three people should be elected to develop new measurements for the Eurosport 24 and Eurosport 32 to take effect from new year 2007. The first body to follow the rules will then be ES 24. Submitted proposals for change should then be given to the group to consider. (For the submitted proposals see attachment 2)*

a Shall we elect a committee to fulfil this task and present a proposal by the latest November 30th 2007 and voted on by December 10th 2007? No

** Choice of ES32 bodies for ISRA Racing for 2008-2009.*

a Shall we choose BPA Lola? 6 Yes No

b Shall we choose Red Fox Audi? 10 Yes No

c Shall we choose Cat Lola? (the existing one) Yes No

d Shall we choose Betta Porsche? Yes No

e Shall we choose Red Fox Peugeot (not inside dimensions) Yes No

Decision was to use the Red Fox Audi for ES32 in 2008 and 2009

** Stickers are to be allowed as front wheels (either added to original wheels or as the only wheel).*

- a Shall we require real front wheels mounted to the chassis? Yes No
- b Shall we accept stickers as front wheels as substitute to real wheels? Yes No
- c Shall we accept stickers as front wheels as complement to real wheels? Yes No
- d Must at least one set of the front wheels be positioned in the correct wheel arch position? ~~Yes~~—No
- e If real wheels are required, shall they have a minimum width of 0,4 mm? Yes No

** The body must cover the chassis completely:*

- a In any position Yes No
- b In one position Yes No
- This questions will be discussed further since the rear tires, which are allowed to be 83 mm will always be visible outside the body.

F1 32

** Remove requirement of 90 degree angle of motor to gear in F1 32.*

- a Shall we keep the in-line positioning requirement in F1 32? Yes No

** The paint scheme should only allow fluorescent, metallic and/or pearl colours if the real car does.*

- a Shall we enforce a stricter position regarding the colours match to the real car used and ban “off colours like those mentioned above? Yes No

Production chassis

** The approval of Pro-Slot PS5000 2 piece production chassis.*

- a Shall we homologate the PS5000 chassis for use in ISRA? Yes No

** The approval of 3-piece production chassis with a maximum length of 126 mm measured from the centre of the real axle and the centre of the guide pivot hole.*

a Shall we approve 3-piece production chassis? Yes No

Clearance

* Abolish the 0,8 mm clearance rule and require that the gear is not below the chassis instead.

a Shall we abolish the 0,8 mm clearance rule and introduce one that require that the gear does not go below the chassis? Yes No

New issue.

Suggestion was put forward to change the measurements for the bodies. The measurements on which the designers of the bodies have to follow.

Against changing the measurement numbers. Vote was Yes

One question was how we handle a car passing tech but not within the rules.

It is always the drivers responsibility that the car, at all times, applies to the rules

Section 3.3. in the rulebook says:

A car that has been found faulty in the technical inspection may be repaired during the warm up

Cars may be randomly checked at any time in a segment. Any part of the car that deviates from the dimensional rule limits must be repaired during actual race time

If a situation occurs this will be a question for the race jury.