

Emergency delegates meeting 3.10.2009 Helsinki / Kari Sinisaari

All delegated did present this meeting.

There was actions not to allow practicing during 1st night.

Acting Chairman (Gugu Bernardino) finally decided allow night training because it's in ISRA rule book and it will be unfair for competitor who has arrived during 1st race day supposing to have enough training during first competition night training.

Jiri Karlík	4
Piero Castricone ITA	8
Matti Fyhr FIN	14
Gugu Bernardino BRA	16
Janis Rage-Ragis LAT	17
Ladislav Szalai SVK	19
Dolzhanskiy Nikolay RUS	21
Kaiar Tammeleht EST	52
Birger Elfström SWE	62
Mack Richard UK	70
Ihor Kuropiy UKR	73
Simonas Nemira LTU	95
Roger Schmitt USA	143
Marcelo Barreira SPA	191
Jose Mario Pires Serra POR	220
Chris Bruyninx BEL	301

New time schedule is first time in use in 2009. Seems that night training during production race is not good idea.

If night training still remains, should qualifications be driven after it at 2nd race day morning (Rage-Ragis).

1st delegates meeting 4.10.2009 Helsinki / Kari Sinisaari

AGENDA

Delegates present on meeting (name list):

~~Short presentation of 2010 race Director Roger Schmitt,~~

~~Internet~~

~~registration~~

~~WARM UP race~~

~~Production body: Parma (NASCAR) no. ? / thickness ?~~

Check if evacuation instruction presented to all participants, by 2009 organiser.

Acting chairman election: *Gugu Bernardino*

Secretary: Kari Sinisaari

Election of official for next 3 years; ISRA technical officer (currently Vlado Okali)

?, No volunteer during first meeting among delegates, see second meeting proposals

Election of an election committee consisting of two delegates for the following year.

The election committee must present a proposal for a new official the latest 30 days prior to the Delegates meeting.

2010 will be Chairman election

Richard Mack, Roger Schmitt

The election of a Race Jury for the event according to section 1.2 of the rulebook.

Race Director and two (2) Stewards chosen and two (2) personal Deputies from the ISRA delegates

Race Director: Tuomo Iso-Aho

Stewards(2) among delegates: *Jiri Karlik, Roger Schmitt*

From Chairman letter:

2. Motor Sports Association

ISRA is now registered with the MSA but cannot be finalised until we submit a formal constitution and rules of engagement. It will require a list of ALL officials to be logged within the "Articles" produced by ISRA. I will liaise with Lasse and Kiri on this. I am aware that Lars Harryson started some work on a constitution which could be a good starting point.

We will need to appoint some further officials that have designated roles within the association.

To date we have a Chairman, Technical Director, Secretary x 2. I recommend a Treasurer, Competitions Secretary and a PR and Marketing officer.

4. Bank Account

ISRA bank account has circa £1,100. To date no money has been withdrawn although certain expenses and website costs may need to be met during the coming twelve months. It is assumed that Kiri/Matti will arrange to collect the ISRA licence fees and arrange for the money to be transferred? At the moment myself and Vince Lee are signatories. I am aware that Vince is currently not involved in slot racing and I will be asking that Richard Mack be added as a signatory. I would ask that serious consideration be given to the appointment of a Treasurer to both monitor and report on ISRA funds. We should attempt to achieve this appointment between Finland and the USA. Also having a recognised treasurer is important for our MSA membership.

Richard Mack ,UK, ISRA account signatory, accepted? YES

Treasurer: Richard Mack, Vince Lee, UK, accepted? YES

Competition Secretary: *Should be arranged by organizer*

PR and Market officer: *Should be arranged by organizer*

Proposals for changes to the ISRA rulebook for the following years event.:

~~Fyhr: For production "Anything which is not specifically permitted is prohibited". accepted~~

allowance of 'U' shape bearing support reinforcement: *(accepted with max. 0,62' piano wire)*

Åberg: minimum production shassis thickness must/will be 0,9mm: *(7yes, 6no
~~+Spain&Brazil delegates were missing, check second meeting minutes)~~*

Deadline for leaving rule proposals will be tuesday 6.10.2009 1800. ordinary proposals will be visible on advertising board

(3 proposals arrived on time from Sweden/Harrysson. See second meeting)

Proposals of coming events.

2010 race will be held in chicago, back up is Brazil

2011 bids from Brazil and Sweden/Denmark (August in Malmö, Sweden), others?

2012 Sweden/Denmark (August in Malmö, Sweden)

Other questions to be considered by the delegates.

- *production; JK 2-piece chassis was measured and it's not legal, length over 120mm*
- *after measuring JK also currently accepted Mossetti was measured and seems that it's also too long (over 120mm)*
- *sprint race; 4 fastest from qualifications straight to semis should have been removed from rule book (voted out 2008)*

straight rule change:

- *production; hollow axles not allowed, material plain steel only*
- *production; organizer must give two bodies as hand out*
- *?*

2nd delegates meeting 10.10.2009 Helsinki / Kari Sinisaari

Agenda

Delegates present on meeting (name list):

Presentation of 2011 proposed organisers:

Gugu Bernardino, Brazil

Birger Elfström, Oresund Sweden(Malmö)/Denmark

Voting for 2011 worlds organiser:

Brazil: 14 votes

Sweden(Malmö)/Denmark: votes BACKUP

Voting of proposed rule changes ISRA rulebook for the following years event:

Changes to the ISRA rulebook for the following years event:

~~Fyhr: For production "Anything which is not specifically permitted is prohibited". accepted~~

allowance of 'U' shape bearing support reinforcement: (accepted with max. 0,62' piano wire) 10 yes (2no)

Åberg: minimum production schassis thickness must/will be 0,9mm: YES to book

Harrysson:

1. F1-32 to become single body event:

In 2010 event bodies from todays list are legal. At meeting 2010 F1 body will be selected for 2011-12.

Technical Director of ISRA present manufacturers this new single body class and applicable rules at the latest 10th of January 2010.

~~6YES~~ 8NO

~~2. No manufacturer may be selected in more than two of the three sprint classes at a time.~~

~~YES~~ NO

~~3. Proposal for technical officer 2009-2012, Miroslav Vadjlech, CZ~~

~~YES~~ NO Miroslav withdraw

Czech Republic:

- Track preparation

after gluing of the track make free practice(30min-1h)

Accepted 30min. open practice after gluing

suppress glue heavy for track preparation

gluing is up to organizer also in future

- production

change length of chassis to 126mm (voting ~~5yes~~ 8no)

qualification prolong to 2x1min (voting ~~5yes~~ 6no)

organizer of next worlds should provide body in same way as other classes,
and ISRA delegates will approve body including cutting (body need to be
thecken, for approval with cut line clear)

- time schelude

don't split one phase to two days (heats ES32) (organiser to decide time
schelude, following ISRA rule book)

- sprint race

no direct movement from qualification to semis (secretary error, will be
removed in next book version)

Proposed for technical officer 2010-2012, Graham Woodward, UK (voting 11 yes accepted)

First task check body lists and production chassis (mossetti manufacturing ended,
proslot too thin, manufacturer contacting)

Discussion/proposals in first meeting (or before first meeting):

- 2010 WC production body is not according ISRA rules, voting in second meeting if
body is accepted or ask PARMA make changes or...

Parma body is accepted as it is, windscreen height is not measured in
2010 worlds inspection, cut line must be left visible)

- ~~minimum weight for production car~~
- ~~limit production chassis to two and selection every second year (UKR), to stop
circle of manufacturer to change model to fit ISRA rules vs. ISRA to make new rules
every year~~
- ~~reduce production ISRA points to half from current double points (UK)~~
- for marshalling, only marshals who block visibility are allowed to sit others must
stand (controlled by race director)

just note, not rule book issue

All proposed ES32 bodies were illegal, not according the ISRA rule book measurements, see. separate
list

Body for 2010-11 ES32 is 2007 accepted RED FOX AUDI Lmp.

All proposed F1-32 bodies were illegal, not according the ISRA rule book measurements, see. separate
list

Voting for bodies:

ISRA worlds ES32 single body for years 2010-11:

~~Betta SP Acura LMP2, votes~~

~~Betta SP Porsche LMP2, votes~~

~~Betta GT Lola Aston LMP1, votes~~

~~BPA LOLA, votes~~

~~CAT Peugeot PUC 908LM, votes~~

~~RedFox Audi R10, votes~~

F132 homologied bodies list:

~~Betta Brawn BGP 001, accepted : YES / NO~~

~~Betta Ferrari F2007, accepted : YES / NO~~

~~Betta Renault R26, accepted : YES / NO~~

~~CAT REDBULL 2008 (RB 08), accepted : YES / NO~~

~~Voting for production chassis from JK Products JKX24 Cheetach 11, Accepted : YES / NO~~

Evaluation of 2009 event