

1st delegates meeting 2.10.2010 Chicago

Delegates present at meeting:

Piero Castricone ITA	4
Jirí Karlík CH	8
Janis Rage-Ragis LAT	13
Gugu Bernardino BRA	20
Dolzhanskiy Nikolay RUS	24
Kaiar Tammeleht EST	37
Mack Richard UK	52
Birger Elfström SWE	61
Steen Michaelsen DNK	63
Woodward Graham UK	81
Roger Schmitt USA	110
Chris Bruyninx BEL	131
Trantura Thomas AUT	159
Veli-Matti Kantamaa FIN	225
De Wachter Nick NLD	272
Radisich Chris NZL	254

Secretary for this event: Kari Sinisaari

ISRA Chairman Charlie Gooding couldn't make it to the event and has written a letter:

'Gents,

If you are reading this it means I have not made the trip to Chicago.

Reasons – family illness.

I will try to keep this as simple as I know some of you don't like or understand Blah Blah.

I have already expressed my feelings on certain matters in previous e-mails and stand by the decisions made in respect of the F1 bodies and the rationale behind these decisions.

Please read this in conjunction with "Lasse Aberg's" view on the role of the officials and the situation in respect of the legality of ALL bodies currently being used.

For ISRA to continue to have credibility with suppliers, racers, manufacturers and the slot racing community the officials must have a clear mandate as to how and what they can make decisions on. It is because of this that a proper constitution needs to be in place before the next championships. I have a template for an association which I am happy to distribute for feedback by the 31st December 2010. The plan being to distribute this for voting on before or by the 2011 Worlds.

Whilst it is accepted that communication can be improved it is very much a two way process and my experience over the last few years is that delegates very rarely respond to e-mails, nor have tasks from previous delegates meetings been carried out. We ALL do this on a voluntary basis and try and fit ISRA matters in when we have the time. It is not always easy and it is understood that delegates are also busy people and occasionally do not keep up to date with issues.

It is requested that delegates supply Kari with current e-mail addresses so they can be put on the official ISRA site. In addition I would ask that if and when e-mail addresses change that we are informed accordingly this would avoid some of the confusion after the Worlds in Finland when the distribution list being used was clearly not up to date.

I do not have any commercial interest. I am not a manufacturer or supplier and have always tried to act in an unbiased and fair manner. ISRA means a great deal to me and I still want to build it to the Premier slot racing association on a Global basis. This can only be achieved by cooperation and assistance by all parties to ensure that we do not have a repeat of recent problems. I believe with the current team of people we can achieve this.

Best wishes

Charlie'

And Lasse Aberg's 'view' Charlie was writing about:

Rules

As things has turned out now I am very much afraid to make changes to the rulebook. Sending out things to delegates for review has earlier proven to be pointless. I think I got one reply 2009 when sending out the rulebook for review.

Ideal world

In a ideal world only the delegates should decide the rule changes. To make good decisions the delegates should have time to read through suggestions, talking to the fellow racers, and then discuss between delegates the pro and cons of the decisions to make. Not to forget, also to try to find out consequences that may happen due to rule changes.

The rule changes could be triggered by situation at a prior ISRA event or some local race. To make a decision for a rule change you need to understand what you try to solve. Since not all racers have the background of the cause that triggered the wish of a rule change it would be much better decisions if the suggestions for rule changes could be in writing early enough so that delegates could inquire more about the item if they feel they need to do so.

To make this better it would require that rule changes and other issues are presented in paper before the meeting.

Knowing that this is not the way most want it we are stuck with the way things are. Rule change questions "pop-up" at the meeting.

Consequences examples:

What we are facing now with the bodies is not good. The delegates voted at the last ISRA meeting that ISRA officials should check the legality on the bodies.

But why was that decided if no actions should be taken?

I mean that if a body is found illegal should not an action be taken? Should there not be a consequence if bodies don't follow the rules. If not, then it was a waste of time to measure already allowed bodies.

Instant rule changes not on paper, never recorded. In the past decisions has been taken instantly that in reality is a rule change. When we ran the Cadillac body in ES24 it did not cover the horn (front edges) of the chassis. It means that when we allowed that body we did at the same time make it impossible to use the ES24 Horky chassis as they were. Was that really the intention when choosing the body. To block out Horky's chassis?

At the Malta race, I took my Dremel and cut away pieces at the front which made my chassis horn really sharp. Not marshal friendly but with that change I had a legal car. I was then decided that it was better to allow that the chassis can be visible from above rather that have the changes done on chassis like I had done. That was a good decision I think.

What it highlights is that consequences of decisions, in this case voting on a body, had not been considered. Not easy to do either unless you have the most used chassis at your disposal when voting for a body. To have chassis means that racers or chassis manufacturers have to be curious enough so that they check if a proposed body will fit chassis they know about and then tell the delegates about their findings.

Summary

A lot of thoughts but not really a summary here more than:

- *if delegates can not vote while at a meeting they should not pass on the issue to the delegates to work on unless it is clear what actions is to be taken on the issue.*
- *If a group of people are chosen to work on a issue it should be their task to work with each other and to come to a conclusion which they report to ISRA official and delegates. Not the other way around that the ISRA officials make some work that the group then decide on. It should also be decided if that group has the right to make the decisions for rule changes or if not, what should happen after they have done their work.*

Lasse'

- Election of official for next 3 years; ISRA Chairman (currently Charlie Gooding):

no candidates presented on time (RULE BOOK 1.1, 30 days before), so Charlie will continue.

- 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.

2011 will be Secretary election:

1. Chris Radisich NZL
2. Chris Bruyninx BEL

- 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: Roger Schmitt

Stewards(2) chosen by Race Director:

1. Steen Michaelsen DEN
2. Chris Bruyninx BEL

Deputies(2) chosen amongst ISRA delegates:

1. Janis Rage-Janis LAT
2. Richard Mack UK

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

Deadline for leaving rule proposals will be Tuesday 5.10.2010 6PM

Common proposals will be visible on advertising board

- Proposals of coming events.

2012 Sweden/Denmark

2013 Austria

2014 interest shown by Czech delegate Jiri Karlik

- Inspector list for all classes, among delegates:

Graham Woodward and Richard Mack will coordinate

- Actions to update delegates email name list:

Done, ISRA website will be updated as soon as possible

- Other decisions made:

- Decided on no warm up in Production race (also for future events)

- Decided to race ESF1 first, then ES32 (should have been the other way around, but we have to follow the schedule made by the organizer) – future organizers have to follow the ISRA schedule!

- ESF1 CAT vacs RB08 not legal in ISRA worlds 2010 race, even though it has appeared as legal on ISRA website (decision voted):

6 Yes, 8 No

- ESF1 Red Fox Ferrari 2008 is legal in ISRA worlds 2010 race, even if measurements does not follow RULE BOOK

- If ESF1 'one body event' proposal will be accepted, in use starting 2012 event

- ESF1 now we have two different pan section width in Rule Book for F1/32: 4.2.1 has max. 52mm and in 6.1.1..cover the pans which are... 54mm wide:

This is a typo and should be 52mm, will be changed in Rule Book

- Production U-wire thickness:

Like all measurements we have to stay with metric sizes, so we will change the Rule Book to 1,6mm instead of inches

Emergency meeting Race Jury 4.10.2010

Official protest against ESF1. 12,7mm front wing measurement is not followed if some body is accepted to race. Most racers signed the protest. Race Jury decided in fair play spirit to allow Red Fox Ferrari 2008 and CAT vacs RB08.

Emergency delegates meeting 4.10.2010

Concerning ESF1 body protest/decision made by Race Jury.

There are several different points of view amongst delegates. Process mistake was acknowledged by ISRA officials that are present at ISRA worlds. Conclusion was that the Race Jury decision will be followed and we hope that all the participants/countries will participate at the 2010 Chicago ESF1 World Championship!

2nd delegates meeting 9.10.2010 Chicago

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- Short presentation of 2011 Race Director Gugu Bernardino:

Building is being prepared right now and track is CNC ready. 110/220V will be available for every racer. Gugu will have a few of warm-up races. Website is coming in January. There will be no paypal but credit cards for prepayment will be ok. There are small hotels near by, about \$50 a night, 5 min transportation to venue by taxi. Schedule will be PR/ES32/ESF1/ES24. Practice \$15/day. T-shirts will be available. Venue is located 1 hour from the sea.

- Presentation and voting of 2012 and 2013 organizers:

2012 will be hosted by a joint effort of Sweden and Denmark, venue will be Malmo, Sweden

2013 will be hosted by Austria, venue will be Vienna

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

Proposals Belgium

- For the upcoming event (not only Brazil, but all future events) there should be clear deadlines to make ISRA able to follow the situation, this way the back-up organization will have enough time to organize the event in case the host can't comply:

Organiser should prove to ISRA he will be able to organize by the end of January

- Make F1 a single body event starting from 2012 (2nd year in a row, but this way ISRA avoids body problems we had this year):

Voted in favor. At 2011 Worlds body will be chosen for the 2012 & 2013 Worlds

- Maximum entrants from 100 to 120 (requires new time schedule):

Decided on 104 entrants, host country can enter same amount of racers as the largest abroad country + fill up to 104 limit

- If we allow new JK chassis, which should be much faster than today's approved chassis for Production, change motor from G12 to 16D. Also decide on a maximum price is voted ok:

Not accepted

- Although not raced at the ISRA Worlds, lots of International events include a Open group 12 race. ISRA should have a rule set for this class to make it easier for everybody:

Not needed/local issue

Proposals UK

- F1 color schemes. Reduced to 2 years. ISRA to post photos of all cars at the first race of current and previous season on website. IE 2011 will have pictures from 2010, and 2011:

Not accepted

- ISRA Delegates to vote for submitted bodies, chassis, etc. If subsequently found not to comply, technical committee to be able to remove from list up to 2 months prior to first day of event:

Not important as all classes will be a 'one body' race

- Timetable. Revert back to 2008 and prior timetable. Non host Nation practice Saturday, all participants practice Sunday, Production Monday etc. This timetable can accommodate 120 racers:

Friday non host controlled practice accepted + ticket system for open controlled practice should be used (the intention of this decision, is to stop racers having to line up many heats before their practice to get onto the track as we did in Chicago. Running practice as it was in Chicago meant you had very little time to work on your car as most time was spent in line waiting to get onto the track)

- Warm up tire change?

Not allowed in future events

Czech Proposals

- Respect existing rules (order of classes, homologation procedures, number of entries,...):

Delegates were all in favour

- Define exact deadline for any changes in the rulebook:

December 1st, 1 week for delegates to answer

- Select deputy for each position in ISRA structure (if none of them is present at worlds, to elect other deputy):

Deputy Chairman – Mike Stahl

Technical Director – Piero Castricone and Chris Bruyninx

Secretary – Chris Radisich & Kari Sinisaari

- Only 1 F1 body / manufacturer:

Already decided on a one body class

- Define deadline for protesting (after the race):

5 minutes after the end of the race that you protest about (A race is defined as a competition measured from the beginning of the technical inspection until the end of the final stage of that competition. The ISRA Worlds consists of four races) and 100 euro fee (the protest fee will only be returned if the protestor wins the protest)

- Racer is responsible for his car even if it passed tech (illegal modifications)

Dealt by Technical Director

- Clear definition of splitting responsibilities between delegates (meeting, race jury, race director, chairman,...)

All delegates in favour

- Voting for bodies:

- ISRA worlds ES24 single body for years 2011-12:

Betta Epsilon Judd, votes – didn't meet measurements

BPA CADILAC, votes – didn't meet measurements

BPA LOLA, votes - 7

RF R10, votes – 7 (chosen)

RF R15 – taken out of vote by manufacturer

- ESF1 homologated bodies list:

ESF1 bodies are approved yearly and bodies are added to the list. No manufacturer may have more than ten (10) bodies on the list at any time.

Currently Legal:

Betta (UK)

BAR Honda V10 2004

Betta Williams BMW 2004

Betta Renault 2006

Bolid (Russia)

BMW Williams

BPA (Czech Republic)

Ferrari (#040)

Jordan 199 (#031)

Williams WF23/BMW (#039)

McLaren MP 4-17 (#045)

Jaguar R 4 (#048)

BAR Honda (#056)

Toyota TF105 (#064)

RED FOX (BRAZIL)

F1/GP McLaren 2003

F1 McLaren 2005

F1 McLaren 2006
F1/GP Ferrari 2008*

* Old version taken out, not legal anymore for future events, new version with 3rd element approved for 2011

CAT (UK)

Cat Vacs RB08 – see emergency meeting 1 & 2. Allowed for 2011

Voting for ESF1 homologated bodies list additions:

Betta Ferrari F110, Accepted : Yes

Betta McLaren, Accepted : Yes

Betta Red Bull 1, Accepted : Yes

Betta Red Bull, Accepted : Yes

Red Fox 2010 McLaren: Yes

- Voting for production chassis from JK Products X25, Accepted : Yes (chassis is legal so no voting, automatically accepted)