



## **iMBRA World Championship 2018 – Election & General Meeting**

### **Minutes**

#### **Meeting was held on Sunday 5<sup>th</sup> August 2018**

**Countries present – Austria, Belgium, Canada, France, Germany, Hungary, Latvia, Lithuania, Netherlands, Norway, Serbia, Spain, Sweden, United Kingdom, USA**

Meeting was opened by Ian Folkson, president of iMBRA.

Ian welcomed all to the 2<sup>nd</sup> iMBRA World Championships and to the 2<sup>nd</sup> open general meeting. The current committee, over the last 2 years, made some changes and amendments to clarify and refine the rules in order to improve racing.

A first European Endurance Championship was agreed and held very successfully in Hungary in August 2017. The idea was to alternate and hold European Championships for Endurance followed by Hydro and Offshore 2 years later. However, Poland has come forward offering to hold a combined European Championships for all classes Hydro, Offshore and Endurance in 2019. The event will be short and still held on separate weeks for Endurance / Hydro and Offshore.

The World Championship venue for 2020 is Laghi Margonara in Gonzaga, Italy. A meeting was held in Egletons during the week of the Hydro and Offshore competition with representatives of the iMBRA committee and the organisers from Italy. The purpose of the meeting was for the French organisers to share their experience and assist as much as possible.

The iMBRA Committee works together really well. Any decisions to be made are discussed in detail before voting, giving everyone a chance to make their point.

Preparation for the 2020 World Championship is now well underway, and a venue is being sought for the 2022 championships.

Vice President Erich Costa thanked the meeting for being given the opportunity to organise the event. From his experience Championships can be organised anywhere. With reduced costs of the event and no judging expenses, there is enough money from the entries to cover the expense and there are plenty of people supporting and helping with the running of the racing. French federation was able to buy new rescue boats, outboards and set up the lap counting system.

#### **Committee Election:**

This was put on hold until the current proposals were discussed as the members of the current committee were most involved in discussions regarding the proposals.

## Proposals:

### Proposal 1 – submitted by FSR Deutschland – representative Christian Hof (Germany)

#### *Racing format for Offshore classes*

*IMBRA is set to be a worldwide association for model boaters all around the world. In several parts of the world the racing format is and ever was different. To make a move to have the possibility to make our „world“ championships more attractive to racers from overseas (mainly North America and Australia). Very often, the race leaders come out clearly after a few laps. Then it is only about lasting until the end. In many cases not even two or three boats finish and have to go round and round for minutes...*

*I propose the following:*

*Changing of the race time for all offshore classes. Instead of running 8min/12min the race format is very similar to the hydro classes. The idea is to have shorter but at the same time more interesting races.*

- *8 laps per race*
- *milling time rules equal to hydro classes of 2:30min*
- *maximum time to complete a race must be defined*
- *points equal to hydro classes*
- *maximum 10 boats per heat*
  
- *two options for racing heats:*
  - *smaller international / national races: 4 heats qualification, top 10 boats have two extra final heats the finalists will start with extra points in the final heat: (Nr.1 10 points, Nr.2 9 points, Nr.3 8 points and so on so no draws possible*
  - *world championship: 4 qualifying heats. 4 final heats (same as hydro)*

*The rule change would mean the following:*

*Pro:*

- *more interesting and intense races*
- *shorter time period needed to hold a race for offshore classes and easier for organiser*
- *opening our rules for overseas competitors*

*Con:*

- *no class in-between 6-laps fast hydro racing and long endurance races*

*Neutral:*

- *new boats / boat designs will evolve*

*Details of this rule change may be discussed and worked out thoroughly.*

Proposal was read out by Ian Folkson and Chris Hof was invited to add any further comment.

Chris Hof advised that the German team held a meeting to discuss the proposals and they want to amend it.

The suggestion to change offshore to 8 laps is only an idea to get the discussion going. It was also apparent that not all countries that compete in the offshore were represented at the meeting.

Another idea is to change the time from 8 to 6 minutes per heat and mix heats as is done in Hydro racing. Final time also to be reduced to 8 minutes.

The reasons for proposed changes are due to variations world-wide with the style of racing and boats set up to run 6 laps cannot currently compete in the IMBRA offshore format. One other point to consider is to use the Hydro style points scoring in the heats but still run the highest laps in set time final.

Following summary from Ian proposals open for discussion:

Sweden – They would find it really hard to say yes or no as it is not clear what is being agreed.

USA - In the US, Canada and Australia – racing of Offshore is more similar to Hydro racing. If you deal with 5 dead boats in one heat and a different heat has no dead boats this is not equal conditions. They feel the change would mean more finishers and less accidents.

Norway – offshore has a purpose, Hydro is an intense race, endurance is longer racing. This means offshore is in between. Norway does not support the proposal and do not believe that more people will come to the championships from other parts of the world. Points system does not equalise the racing.

UK - do not understand why there is any need for a change? Offshore is the biggest growing class, it attracts lots of juniors, it is successful, why would you change. There is a vague suggestion that if there is a change competitors from Australia, US etc may join but it has been open to hydro racers for years and only a very small minority attend. If time is an issue? This championship had no issues with time.

Norway – From demo race nearly 20 years ago a lot of effort was put into offshore rules and race set up and they find the proposed changes a little disrespectful.

Erich Costa - Shortening heats to 6 minutes would enable to run 4 heats an hour. That may be something to consider if time does become an issue.

UK – Asked the question as to where do 6 / 8-minute races rules come from?

Ian Folkson – Explained that the class grew within Naviga, it developed from Scandinavia, and was first presented at 1998 championships in France. It was then taken up as a new class and became the standard in Europe.

USA – Agree that not many additional competitors are going to come over because of a change.

Ian Folkson - In summary, in time the format may have to be adjusted. As it stands juniors like a bit more time on the water. Ian does not believe it is right to change this style of racing. The far east has a different format again so there is always going to be some countries that are not accommodated.

Jan Wegeberg Smidt – It is an opportunity to consider and this time it should be a test vote only.

Canada – Asked that since the proposal has 3 parts they may vote in favour of some but not all of the parts.

Following the discussion, the 3-part vote for various parts of the proposal was abandoned and replaced by voting for whether any review of the format of Offshore racing is required. If the vote is in favour of a change then this would be considered further and presented to each iMBRA member country to gain their feedback.

4	6	5
For	Against	Abstain
Canada	Austria	Hungary
France	Belgium	Latvia
Germany	Netherlands	Lithuania
USA	Norway	Serbia
	Sweden	Spain
	United Kingdom	

France’s vote was to reduce the duration of the qualification heats to 6 minutes rather than the current 8 minutes.

The voting is close and because several countries who race Offshore were not present the iMBRA committee decided it would be best to contact the member countries not present to determine whether they are in favour of considering a change or against change. The final decision on whether to review the format will be taken once all member countries have responded.

There was some concern from Norway and the UK that the format would simply change without a general meeting, however the reassurance was given by the committee that if most member countries consider a change is required this will be investigated further and a more defined proposal put forward. It was agreed that no changes will be made prior to the 2019 EC or the 2020 WC.

**ACTION**

*Lauren Morrison to contact all member countries representatives not present at the meeting to determine whether change is required.*

**Proposal 2 – submitted by FSR Deutschland – representative Christian Hof (Germany)**

***Oval-Course design for hydro and offshore classes***

*Our 6-buoy „oval“ course that we have raced on so far is, to be honest, no real oval. Especially when the hydro boats are designed to go around nice round turns. When you closely watch many crashes that happen on our existing course they are due to the 3 buoys we have in one turn. The course does not invite you to go around smooth corners and to stay on your chosen line as it is intended by the rule. Changing this to 5 buoys per side would be a great advantage.*

*As an option this could be tested at some iMBRA-League races to wait for feedback from the racers. Then this rule can be fixed. Also it might make sense to only have a 10-buoy course compulsory for*

world championships, if the organisers of a weekend-race cannot handle the extra work. Exact position of the extra buoys can be discussed/determined.

The rule change would mean the following:

Pro:

- easier and more „organised“ course
- lines are easier to hold so less crashes

Con:

- Organiser must put out and maintain 10 buoys in total

Figure 1: shows a 10-buoy oval course

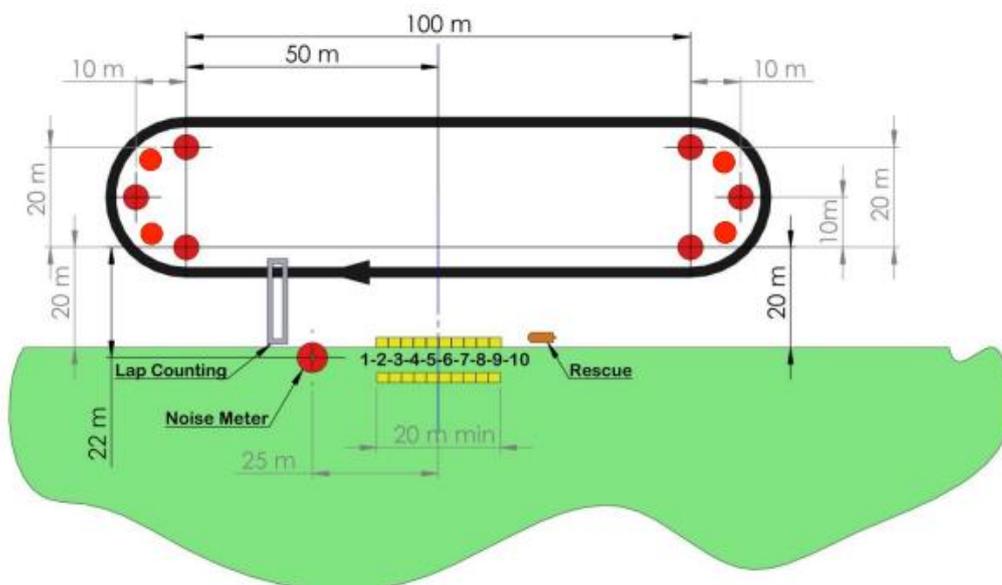
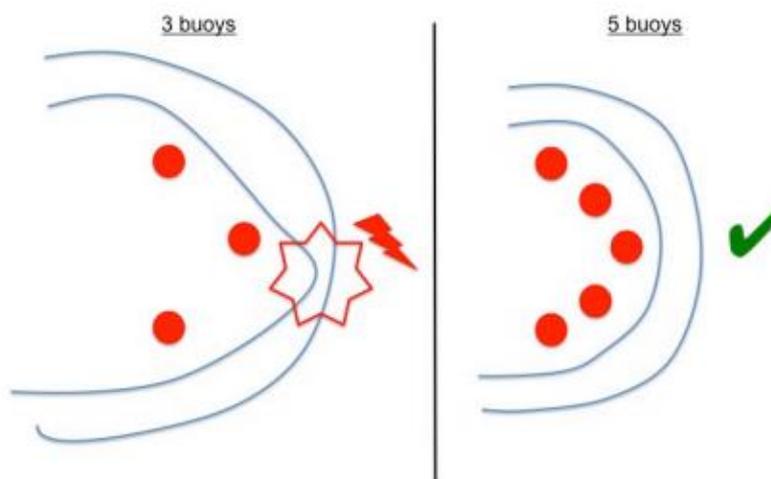


Figure 2: different lines driven with different courses



Ian Folkson read out the proposal. In addition, he advised that having watched videos where 5 buoys have been used in hydro races in the USA it does mean a smoother turn. In his opinion, 3 buoys make people drive a triangle shape on the turns when a tight course is driven.

USA – Agree with the proposal. They have always raced with 5 buoys since the beginning.

UK – Asked for clarification regarding penalty laps.

Canada - From their experience each missed buoy is a penalty but it is more likely that you would hit a buoy and be out of the race anyway. Clarification is sought whether missing 3 buoys on one lap is 1 or 3 lap penalty.

Martin Fields - Agrees that clarification may be required, particularly with respect to how penalties are given. This will need to be considered and clarified in the rules. With more buoys it is probably less likely that they would be cut / missed.

Norway – clarifying that the proposal is to increase buoy number, not amendment to rules.

Voting took place for use of 5 buoys for Offshore and Hydro races. If agreed rule applies to the championships but it is not compulsory for league events.

7	0	8
For	Against	Abstain
<b>Austria</b>		<b>Belgium</b>
<b>Canada</b>		<b>Hungary</b>
<b>France</b>		<b>Latvia</b>
<b>Germany</b>		<b>Lithuania</b>
<b>Norway</b>		<b>Netherlands</b>
<b>United Kingdom</b>		<b>Serbia</b>
<b>USA</b>		<b>Spain</b>
		<b>Sweden</b>

#### **ACTION**

*League events to try 5 buoys in Offshore and Hydro. If feedback is good this will be used at the next championships.*

*Review required of definition of missed buoy penalties.*

### **Proposal 3 – submitted by Dutch Modelboat Federation – representative Evert De Ronde Jr (Netherlands)**

#### **iMBRA League Rules update**

*Endurance only:*

*a) at least 4 different countries must attend*

*b) at least 80 boats (in total) must attend the race*

*All leagues; Endurance, Hydro & Offshore:*

*c) the organisation hosting the event must be a member of iMBRA*

Ian read out the proposal

USA – Asked whether it is difficult to get enough people?

Belgium – In their experience you can never be sure who is coming. It is not until the day of the race that you would be able to confirm number of countries present / number of boats. As an organiser it is difficult to know how it is going to turn out.

Germany – suggested that the final decision should be made between committee members and the organiser. Committee should decide if numbers are borderline.

Hungary – It is impossible to tell by the time the race calendar is decided and it is not an organisers mistake. Would an amended proposal be considered; could bigger races earn more points rather than a smaller race?

Serbia – If this proposal is voted in than every eastern league event would be outside the requirements.

Jan Wegeberg Smidt – if this is setting a precedent for the future for hydro / offshore it would be difficult to comply.

Lauren Morrison – As the rules stand if there are less than 12 boats in the final the points allocated are reduced. The League is set at the beginning of the year and larger races are chosen as League events. By the time entries are taken it is too late to start changing the status of the race.

UK – It would not be fair to withdraw the league event just because entries are not what was expected. Competitors choose to travel the distance and to arrive and then find out that there are not enough countries / competitors is not correct.

NL – noting the discussion suggested removing the 80 boat proposal but to maintain the 4 countries minimum and that organisation running the event must be a member of iMBRA.

Erich Costa – Spain is trying to organise an international race and it would be very difficult and unfair to set the conditions proposed, iMBRA committee should review and make final decisions considering all factors.

Germany – Concerned how organisation being a member is defined? Stuttgart club has nothing to do with national federation member of iMBRA.

Belgium – iMBRA rules have to be followed.

Lauren – The iMBRA rules requirement is already set in the amended league rules.

lan – It seems that the way clubs are affiliated varies from country to country with some clubs not being the national iMBRA members, therefore this will have to be taken into consideration when decisions are made about League events.

No voting took place as the rules cannot be strictly defined because of variations between countries.

<b>For</b>	<b>Against</b>	<b>Abstain</b>

### **Any Other Business:**

#### **FSR Deutchland:**

##### **A.**

Proposal to change age of junior representative to 21 and give them more responsibility and vote on the committee decisions.

##### *ACTION*

*Committee will consider further.*

##### **B.**

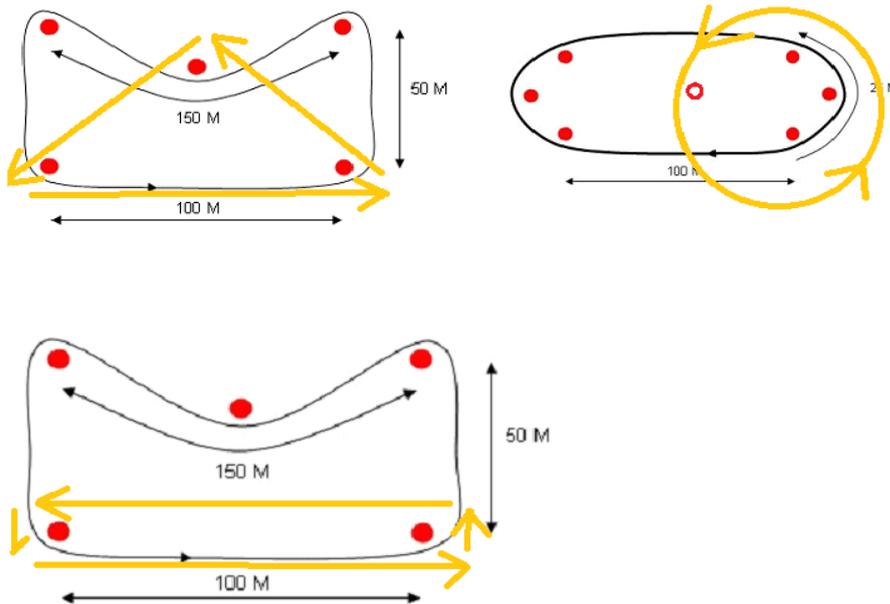
*Suggestion for an International Junior Elektro Class As the president of the junior drivers, I have thought a lot about how we could get them more involved and equally also how we could get them to be rasing together more. Young drivers that are interested in the foundation of model boat racing, usually start of with an electrical boat, which is the main reason why I came to the idea of a model junior racing class. The race is happening with the electrical boats , where I would suggest keeping the rules as simple as possible. This includes the abandonment of rules about the engine and the battery. Also, abandoning any type of rules that include boat size and boat type. The Junior race would not only be interesting for the driver themselves , but also for the people living in the area, as they can look at the race and get the information they need . All electrical boats are allowed to drive and adding to that, the people do not have to pay anything to get into the race. This will attract people more as it is a cheap way to start the hobby. The races are taking place twice in the world championship . Once in the week of the FSR O/H, and once in the week of the FSR V. The courses of the races are going to stay as normal and they will be driven like the pictures below. Other information includes that one race has a duration of 8 minutes and the age allowance is from 5-14 years old. To cover the winning prices of the junior races, we could let each driver pay one euro more which would lead us to a final amount of approx. 100-200 euro.*

*\* One Race is 8 min*

*\* 3 Heats a week (Best Two count)*

*\* Age 5-14 (12) years (only for the little Juniors)*

*\* 1 Euro more for every driver so we get about 100-200 Euro to pay prices for the juniors*



Proposal was presented by Guiliano Ott as the outgoing junior representative. The actual details to be defined.

Guiliano advised that this has been tested in Germany. The races are for fun for little juniors, the small races help to get the skills developed for endurance. A class for juniors could be added to the championships, keeping it simple to run with not too many details. Boats that children already have can be used, no restrictions.

Ian Folkson - In China, children are given kits to build and run. These were all the same to equalise the competition. Maybe iMBRA could get a sponsorship deal and have identical boats available for the children to race, to try and encourage more kids.

USA – Something like this has been done in a club in California, it brought more people into the hobby. Set up rules that are simple and short.

Ian – specification can be given for an iMBRA boat and individual countries could also start this class to encourage more juniors. iMBRA boat could be offered as a ready to run model.

USA – better to have a set boat rather than everyone using their own as individual boats would be pushed further and the competition would not be even. The purpose is to encourage participation.

Countries or individuals could sponsor a number of boats to support this. An approach to a Chinese manufacturer may also be a way of getting an “iMBRA” boat defined, designed and sponsored.

Julian Waumsley offered to sponsor a boat.

The proposal was supported with a good show of hands.

*ACTION - iMBRA committee to investigate the options further.*

## **IMBRA committee rule clarifications / amendments**

1) In a bid to encourage juniors as much as possible the committee feel the following rule should be removed from the rule book:

### **3.4.12. (W) Awarding of titles**

(1) For juniors the World Championship title will be awarded, if a minimum of 6 competitors from 3 different countries have raced in the respective class.

#### *ACTION*

*This rule should have been removed following the WC in Haarlem, however it was overlooked and therefore will be removed at the end of the season.*

2) The committee will also amend rule **7.1.2. Handling of protest** to assist with clarification of the term “the jury”. “the jury” will consist of the relevant officials in line with the nature of the protest. This may include the judges, lap counting crew, start official, iMBRA committee members and/or race organisers.

The protest will be discussed, and all evidence analysed by the relevant officials as stated above. Following a thorough investigation, a decision will be made. The chief judge of the race under review will have the final say.

#### *ACTION*

*Amend rule as above.*

### **Committee Election:**

**President** – Ian Folkson (UK)

**Vice President** – Erich Costa (France)

**Treasurer & Secretary** – Lauren Morrison (UK)

### **Committee Member (4 posts available)**

Martin Fields decided to no longer continue working on the committee. He was thanked for his contribution and for managing the website. Andras Berta and Uros Skoflek have also decided not to continue as iMBRA committee members. Martin, Andras and Uros have been actively involved in the committee discussions and have made valuable contributions to the running of iMBRA .

#### Proposed new committee

- Jan Wegeberg Smidt (Norway) to remain member of the committee
- Vladislav Krasovsky (Belarus) – a new representative, cannot be present but was approached and the post was discussed with him during the race in Holland.
- Christian Hof (Germany) – a new representative well known to iMBRA competitors
- Andrea Cavalli (Italy) - a new representative, involved in organising the 2020 championship in Italy and is also an active judge at many iMBRA races.

**Junior Representative** – As Guiliano Ott is no longer a junior a new representative was sought. Arturs Teteris (Latvia) was approached by Lauren and has agreed to be part of the committee.

Following the introductions Ian informed all that other nominations are welcome before the committee is voted on.

There were no other proposals and the committee was unanimously voted in with no abstentions.

**Webmaster** – This role has changed slightly. The webmaster is no longer a member of the committee. It is a voluntary position and has been kindly filled by Andy Coburn (UK). At the time of the meeting Andy has already taken over the role and has been updating the web site.

#### **AOB**

Newly elected junior representative Arturs is organising a football match for all juniors to socialise on Thursday evening.

#### **Closing remarks – Ian Folkson**

European Championships in Poland has a good lake, no wind effecting the conditions on the water. Camping is on site with facilities, hotels in the vicinity, and shopping area. Details of length and time to be discussed.

China are holding a race on 21<sup>st</sup> to 23<sup>rd</sup> September 2018, and are looking for competitors, offshore and endurance, from Europe to attend. If anyone is interested please make contact. They are very generous with looking after the European competitors.