



iMBRA World Championship 2022 – Election & General Meeting

Minutes

Meeting was held on Sunday 7th August 2022

Countries present – Belgium, Czech Republic, France, Hungary, Latvia, Lithuania, Norway, Poland, Portugal, Slovakia, Slovenia, Sweden, Ukraine, United Kingdom (14 present)

Meeting was opened by Ian Folkson, president of iMBRA.

Ian greeted all present at the 3rd iMBRA World Championships and moved straight on to review of actions from previous meeting held in France 2018.

Actions from the 2018 meeting:

Racing format for Offshore classes:

A proposal was submitted by FSR Deutschland relating to the racing format of the Offshore classes. The voting was 4 countries for, 6 against and 5 abstentions. Due to the closeness of the vote and the complexity of the proposal it was decided that we would contact all countries not present at the meeting and find out their thoughts. We received 3 responses. 1 country does not race Offshore so no comment. 1 responded with a flat out no and 1 put forward alternative suggestions as to how the format of the races could be altered.

As we received no definite response the committee decided that we should not implement any changes at this stage and that if FSR Deutschland still wanted to pursue this they would be better off re-submitting the proposal with any appropriate changes that were suggested at the last meeting.

No proposal has been put forward and therefore the format will be staying as it is. No further actions

Oval-Course design for hydro and offshore classes

A proposal was submitted by FSR Deutschland to increase the number of buoys at each side of the H&O course to 5. It was decided that the H&O League events would trial the new course layout and then a decision would be reached as to whether to implement the new course design at EC & WC's depending on the feedback received.

The feedback was very mixed and due to the lack of racing over the past couple of years we have decided not to implement the course change at this year's WC.

Really it needs to be trialled again and further feedback sought prior to a decision being made.

Action: To trial 5 buoy at each side of H&O course in events to determine whether to make it a requirement for championships.

Clarification was also sought on the missed buoy rule for the Offshore class.

The rule has been amended as follows:

2) Re circling of buoys is not permitted. ~~If a competitor misses a buoy a lap will be deducted.~~ For each missed buoy, one lap will be deducted. For example if a competitor misses 3 buoys on one side of the course they will receive minus 3 laps. This applies to the preparation time, milling time and during race time.

NOTE: A missed buoy does not constitute a penalty. A lap will be deducted but this is not classed as a penalty.

Change of junior representative age to 21 and giving them more responsibility and vote on the committee decisions.

The decision was to raise age for junior representative to 19 however, whilst junior representative is included in committee discussions they would remain a non-voting member.

We then moved on to committee election.

Lauren, Jan and Vlad have stepped down.

Committee Election:

President – Ian Folkson (Slovenia)

Vice President – Currently vacant Andras Berta proposed

Treasurer - Lauren Morrison (UK)

Lauren has decided to step down. She will continue in the role of Treasurer for the time being to help with the transition.

Secretary – there were no proposals so the role was vacant. For balance in the committee this role has been changed to a non-voting post and additional committee member added. Leticia Costa (France) was considering the role but has not yet decided. Following the meeting committee had an offer from Anka Hof (Germany) and Katarina Folkson (Slovenia) to share the work of secretary as non-voting post.

Committee Member (normally 4 posts available, however as nobody has stepped forward for secretary there will be 5 places available to ensure 7 voting members are on the committee)

Jan Wegeberg Smidt (Norway) has decided to step down.

Vladislav Krasovsky (Belarus) has decided to step down.

- Christian Hof (Germany)
- Andrea Cavalli (Italy)

Are all happy to stand again.

Proposed new committee

- Andras Berta (Hungary) standing for the role of Vice President
- Maja Gawrońska (Poland) standing for general committee member role
- Adrian Tworuzska (Poland) standing for general committee member role
- Valentinas Pumputis (Lithuania) standing for general committee member role
- Sunniva Løvdal Larsen (Norway) standing for general committee member role

Junior Representative – Arturs Teteris (Latvia) is happy to stand again.

Webmaster – Andy Coburn (UK) is happy to stand again

The new committee was elected as follows:

President – Ian Folkson (Slovenia) 14 votes

Vice President – Andras Berta (Hungary) 13 votes

Treasurer (non voting) - Lauren Morrison (UK) 12 votes

Committee members

- Christian Hof (Germany) standing for general committee member role 13 votes
- Andrea Cavalli (Italy) standing for general committee member role 14 votes
- Adrian Tworuzska (Poland) standing for general committee member role 10 votes
- Valentinas Pumputis (Lithuania) standing for general committee member role 14 votes
- Sunniva Løvdal Larsen (Norway) standing for general committee member role 11 votes

Proposals:

Proposal 1 – submitted by FSR Deutschland – representative Lare & Leonie Waligora (Germany)

Raise the age of juniors for future EC and WC from 18 to 21.

We would to propose the following:

To raise the age of juniors, that can participate in the European and World Championships from 18 to 21

Because of the postponement of the last World Championships due to Corona and the extension of training and school careers in a lot of countries (in Germany you finish school with sometimes as late

as 19, 20 years) we would like to propose to raise the age of juniors that can participate in the European and World Championships from 18 to 21. If they qualify for the Championships in senior class by themselves, they should be allowed to choose if they want to participate as junior or senior.

There was a short discussion on the topic. General comments were that 21 is too old for junior. In prior discussions it was considered for 3.5 class to split the younger juniors from the older ones as the age and skill gap between say 9 and 18 years is too big. Hungary mentioned that 21 may come from juniors in cycling however physical ability does not play a part here.

For	Against	Abstain
0	14	0

No one was in favour of the change so the age for juniors stays at 18.

ACTION

Committee will consider further the suggestion to award separate medals in junior 3.5 class to the younger competitors. Age limit to be decided and possibly considered on reviewing entries and ages of junior at a competition.

Proposal 2 – submitted by Norway

The Future of the Offshore 35 class.

Regretably - due to limited production and availability of 35 ccm engines and spare parts - iMBRA has informed of an intent to close racing in the Endurance 35 class.

Norway is concerned that this will influence the will to keep up the Offshore 35 class too. We fear that an end to racing the most spectacular Offshore class internationally under iMBRA as a sanctioning body will force a number of those fond of the big boats to look for and initiate a competing organisation welcoming big boat offshore racing.

Nationally we have an urge to keep all combustion engine model boat racing under a common organisation and fear splitting up further in small groups - dedicated to limited hull and engine configurations. We want to avoid a fragmentation that will be detrimental to the sport.

Our plead to iMBRA is : Do not close down the O-35 class. Let us look at how we can develop the class to :

- 1. Allow commercially available engines of 2-cylinder configuration of a defined total ccm.*
- 2. Monted in hulls not too big to secure safe conduct of starting and launching procedures on the pontoon in heats of 10 boats.*

A discussion on how to develop, rather than closing down is a better way forward. That is why we have not been too specific or restrictive under section 1 and 2 in our proposal. To make room for sensible class rules and regulations.

Proposed decision - Based on input from the discussion The iMBRA Committee will take the development of O-35 class forward and amend the class rules accordingly.

The plan was for the world championship in Italy in 2020 to be the last run for 35E class. There was no such proposal for 35O class. The reasons behind this proposal was the fact that during Championship in France all engines were around 32ccm or just above 27ccm.

France is very concerned about safety. 35 is a large powerful engine with a large boat that weighs 12kg. It is very dangerous to have people in the rescue boat during the race of these large boats. Off shore is different because there is no rescue during the race. This is not only at World Championship races but in league and club races too. They had already had an incident with a 35ccm boat flying up the embankment. One suggestion is to limit the size of the boat which should lead to need for smaller engine.

Andras was concerned that going up in engine sizes it is not in line with the times. As boats with 15ccm methanol engine and 27ccm petrol engine are similar in size they have tried to run the 2 together.

Ian note that entry for 35 E is good at this competition but the engine sizes may still be mostly just above 27ccm.

Sweden do not believe it to be a good idea to do away with petrol class. They agree with safety issues but worry about losing competitors if class is no longer run.

Norway; There are many competitors who are only racing petrol engines so taking the class away is a problem as they only have one class to race.

UK; concerned that full size 35 is too dangerous. It could cause a big accident. Making a smaller petrol engine is better idea. So that the size of boat and power is reduced.

Poland – reduce the time of the race and no rescue in the big class

Lauren - If you have no rescue there will be no boats on the water. Removing a class will encourage manufacturers to develop a smaller engine.

Proposal to keep O35 – agreed by all 14 present countries

Proposal to remove E35

For	Against	Abstain
Belgium	Czech Republic	Portugal
France	Latvia	
Hungary	Lithuania	
Slovenia	Norway	
Ukraine	Slovakia	
UK	Sweden	

	Poland	
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Vote about E35 countries voted to remove 35E and 7 to keep 35E. One country abstained.

ACTION:

Further considerations to be had at safety issues. Committee to discuss how to make changes because of safety.

Any Other Business:

Email from Vladislav Krasovsky regarding the Belarus/Russia ban.

What is imbra national ban intended to achieve?

Here I can understand what is the reason for ban in Olympics (it's governmental financing, tv translations, regimes ad and promotion which should be stopped). I can't say this is valid for individual self-paid competitions in our hobby (which is not so popular to be honest). Moreover real example: we have several children who were 14 y.o. when they came into hobby in 2019, then covid came, now this ban and seems they won't be interested in boats very soon because they can't practice and race anymore (1-2 local race per year). Not sure we are really helping regimes to fall and war to stop by doing this.

I would say Imbra could support only whose restrictions which is 100 percent necessary, i.e. Poland told they can't invite belarus/russia to this WC - ok, it's organisers limitation, Imbra respect this but don't reinforce it.

You can see there are already precedents where neutral flag is an option

<https://www.insider.com/us-open-allows-russia-belarus-players-compete-neutral-flag-2022-6>

We could also suggest similar approach (as we discussed in the beginning). So I would ask you to re-discuss it maybe at Open Meeting.

What is position according to Imbra League/European Championship. Is it allowed to participate as individual (with/without points scoring)? Is it allowed to participate as part of another national team (with/without residence)? Some organisers asks for Imbra position here. After several tries I got Estonian federation membership, so I hope it will allow me to race, buy anyway its only me, but other belorussians are also interested in some league races.

General discussion on the subject:

Slovakia – proposing that individuals are allowed to race under iMBRA flag.

Belgium – everyone was doing it so we had to follow.

Sweden- we are punishing people who cannot do anything about it.

Norway – It was a committee decision at a very specific circumstances. It will be a committee decision again whether to change that. We cannot isolate ourselves from it. Other associations are very strict on this.

Ukraine was asked how they would feel if individuals from sanctioned countries would race under iMBRA flag. The general comment from Ukraine was that we cannot begin to imagine the extent of devastation at that this war has caused. They feel that we could only understand if we visited the damaged cities. They did however not raise any objection to consideration of individuals racing under iMBRA flag.

This year there are 2 more eastern league races in Congrad and Kutly.

PROPOSAL:

The proposal is that individuals from sanctioned countries may attend as long as they remove all reference to their country from their boat and do not display national symbols. Country boat registration number should also be removed. Final decision whether an individual may take part will rest with the organiser of the race.

Competitor will not be able to gain point in the iMBRA league .

Further consideration would be given to possibility of allowing "iMBRA flag" entries at the European championship.

There was no vote but no countries present at the meeting objected to this proposal when asked.

GONZAGA – JUNIOR RACE

During the iMBRA league race in Gonzaga a junior qualified for the seniors final but was not allowed to race in the senior final. France did not understand the reasons for this. If junior beat the seniors they should be allowed to race in the senior final.

Explain the format in Gonzaga; The juniors are mixed in with seniors for qualification heats. Juniors are then taken out to race their own final and seniors were racing separately.

Question to consider should they race in the senior final?

Belgium- If you have juniors you let them race their own final.

Hungary – there shouldn't be a junior final if there are no junior heats.

Sweden- senior final if they run in senior heats

PROPOSAL:

Format of iMBRA races going forward; if a junior raced in senior heats and qualified for the final, they will race in a senior final. This applies where there isn't a separate junior heat.

All present agreed.

ACTION:

Committee to consider how league points are allocated where juniors race in senior final as there is no junior league. Also to consider allocation of wild card entry for league winner in case it is a junior competitor.

NEXT WORLD CHAMPIONSHIP

We have no location for next WC in 2 years time.

France- they would consider organising 2024 but they don't have a proposal as they have not yet found a location. France was only offering out of concern that there were no options but were happy to hear proposals about Italy and Hungary. There was some concern about the expense of travel for 1 week.

Ian - We had a proposal for Italy to organise European championship. Suggestions is to change this to World championship for H & O. Hungary in 2024 would host Endurance championship. This would split the two events but enable us to continue.

Andras is also supporting proposal for split. Odd years for H&O and even years for E.

Norway was happy with the proposal. They feel that this way they could organise something in Scandinavia maybe combined Norway and Sweden.

Poland mentioned that the cost of organising is the same for 1 week or 2.

Ian notes that a lot of people left after 1st week with completely new set of people arriving for the 2nd week. Some people who are racing both H&O and E have made a decision which week to attend as 2 weeks was too long for them.

1st week of August remains the best time. Some school holidays have just started and some are about to finish. This way works for all.

Voting:

All 14 countries present agree

Closing remarks – Ian Folkson

Ian thanked all present for an efficient meeting and closed the meeting to continue with registration of E boats.