

iMBRA Endurance World Championship 2024

iMBRA Election & General Meeting Minutes

Meeting was held on Wednesday 7th August. Meeting was held during Endurance world championships. For the first time, countries not present at the championships could join the meeting via Google Meet call.

Physically present at the meeting were the representatives from the following countries:
Germany, Slovakia, Belgium, Sweden, Hungary, Poland, Czechia, France, Ukraine, The Netherlands, UK, Latvia, Slovenia, Lithuania, Portugal.

Online present (supported by Valentinas Pumputis and Balazs Loncsak):
Italy, Norway, USA
+ committee members Andrea Cavalli (also representing Italy), Christian Hof, Anka Hof

Minutes will be taken by Katarina Folkson.

1. Opening the meeting

Meeting was opened by iMBRA vice president Andras Berta and President Ian Folkson summarised activities in the past two years. Committee meets regularly every 1 to 2 months via video conference to discuss any open questions and reach decisions quicker. Rule changes have been agreed quickly. The most challenging decision this year has been the change to permitted fuel and rules about testing the fuel.

Ian thanked current committee members for their contributions and Anka and Lauren for running the administration and accounting for iMBRA. Artus Teteris has been a valuable junior representative, but he is now a senior competitor and currently there is no replacement.

Artus proposed that he will continue to search for a new junior rep during the championships. There are approx. 30 competitors in junior 3.5 class, so there's a good chance.

Following Artus` s effort during the event, Toots Van Brakel from The Netherlands has agreed to take on the role of junior representative.

2. Committee election

Ian Folkson agreed to stand again as president - no other candidate

Andres Berta agreed to stand again as vice president – no other candidate

There are 5 committee members positions and 6 candidates: Andrea Cavalli, Christian Hof, Valentinas Pomputis, Sebastien Videmont, Peter Pulvermüller, Ole-Bjørn Tjugen

Some forms have been submitted prior to the meeting via e-mail and countries represented at the meeting were given an election form.

The results were checked by Artus Teteris, Balazs Loncsak and Katarina Folkson.

Ian Folkson president	19
Andras Berta vice president	19
committee	
Andrea Cavalli	19
Valentinas Pomputis	18
Christian Hof	17
Sebastien Videmont	17
Ole-Bjørn Tjugen	14
Peter Pulvermüller	10

3. Offshore hydro WC location, next Endurance World Championship location

1. Poland (with the Konopiska venue) has already sent a proposal to iMBRA for Hydro/offshore in 2025. Poland is offering to possibilities.
 - a. 2025 Hydro and Offshore
 - b. 2026 combined Endurance, Hydro and Offshore (new offer, following talks with other racers)

Poland are not able to offer just Endurance for 2026.
2. Italy are putting together a proposal presented by Andrea Cavalli for a Hydro and Offshore championship in 2025. For Italy to proceed with proposal they will need to have an answer whether championship will stay split or join back together. They are not able to offer a combined championship. Italy is looking at a venue near Milan. It is near the airport. Italy will need confirmation to proceed by 1st October

Andrea has also mentioned that we should give a split event the chance. This was a 1st year and at least one round of split should be completed before we are changing again. The reason it has been split is the problems with finding enough people to help at the event when it is run over 2 weeks. It's very exhausting for the crew and not many countries have enough people to do a 2-week event.

UK believe that iMBRA should stay flexible on running a joint event. If that is the only option, it should be considered.

At the moment there is no other country that has put forward a proposal for Endurance in 2026. Andras notes it is important to keep up the regular interval of events. Having an event every year keeps iMBRA at the forefront of international racing, as an active world organization. We have a team from China at the Endurance championship this year, we are also trying to make sure it gets bigger.

UK competitors would not necessarily travel for 1 week event each year, so might not turn up for a split H/O championship.

USA is not concerned with whether it is joined or split as they are only interested in 1 week.

Christian asked again Poland whether they would consider just Endurance in 2026 (if they would be ready to do just O/H in 2025 financially it should be no problem). But for Poland that is not an option they can offer due to other reasons they didn't specify.

Andrea also suggests possibility of open European Hydro and Off-shore in 2025 and Poland can do combined World championship in 2026.

At the end of the discussion Ian suggested that the vote is done after the meeting, options are put forward to the member countries and they can vote – one vote per country.

1. Italy Hydro and Off-shore 2025
2. Poland Hydro and Off-shore 2025
3. Poland Endurance Hydro and Off-shore 2026

ACTION: Voting regarding location of the next championship to take place 1 month after the championship. One vote per country. All member countries will be able to vote.

4. **Wearing of national team shirt on the pontoon to be mandatory for all competitors - Slovenia**

It has been noted that a lot of competitors do, however they may also want to wear their sponsors shirt.

CONCLUSION: There was not support for the proposal at the meeting.

5. **An additional Hydro class - Norway**

A parallel to the 26 Standard Zenoah class included lately in other section(s) of iMBRA racing. Nationally we (Norway) included this class in our scheduled cup racing this year. We have identified the class by the name: 26 Sport Hydro Standard Zenoah.

- No «riggers»(outrigger hydros) allowed, only traditional multi-point hydro hulls under a common platform deck (similar to old school and modern US Unlimited Hydro racing hulls)

- only stock 26 Zenoah engines allowed (in accordance with iMBRA specified rules)

- We are open to discuss the number of laps in each Sport Hydro heat, but have nationally settled for an increase over the 6 lap common Hydro lap configuration. Mostly because the reliability of stock engines allow racer to run farther/longer than tuned engines do (they tend to stop more frequently) and the speed being slower than the 27 Hydro class results in fewer flips and barrel-rolls. We are currently running 12 lap heats in the 26 Sport Hydro class.”

Ian mentioned that the standard class was not added to hydro, waiting to see how it went in Endurance. It was run for the 1st time at this championship, and it has been a success. Those taking part are really enjoying it. The addition of class would mean an increasing number of competitors. Ian suggests it is run as a demo race at the next Hydro and Off-shore championship.

Poland is reminding that for organisers timetable would be extended. It depends how many will enter by how long it will extend the timetable. Of shore already has a new 26 standard class which requires more time. Maybe another class will be dropped?

France has a question about adding additional number of laps to for new class into the lap counting system. Slovakia and Poland responded that they have no problem with adjusting the system.

DECISION: Proposal is accepted. There were no objection from countries present at the meeting.

ACTION: Norway to provide rules for new Hydro 26 standard class to add to iMBRA rules and add it.

6. **Red carded competitor – Andras Berta**

“I would like to address the question of participation for red-carded racers in Endurance heats that are interrupted and are started again with a completely new start. For heats where the interruption is after the first 5 minutes, obviously the red card stays valid, but currently our rule book is maybe not clear (maybe only for me) if the red-carded racer can rejoin the heat in case of a completely new start. Think about 2 potential cases:

case 1: red card for radio problems (boat out of control) that are quickly repairable (e.g. broken switch, low battery, etc). Should we allow the competitor back in, if he/she can prove the problem

*is 100% solved, e.g. the broken switch can be quickly changed?
case 2: red card for hitting the rescue boat. Again, the same question, allowed to restart, or not?
Or are we making a difference between the 2 cases?
Again, if you think it's clear in the rulebooks already now (and maybe it's only me who misunderstands it), we can also disregard this point."*

Germany; when you have a red card you cannot restart after a race is stopped. If it is for example a radio control problem, there is no certainty that it has been fixed.

UK: The rules state that if race is stopped within first 5 minutes is annulled. So there is no issue with letting the competitor, who has received a red card to start again. Maybe it needs to be judge's discretion to decide how to apply the rule.

Norway – judge's discretion has to be applied.

ACTION: Wording of the rule should be amended to add judge's discretion.

7. iMBRA league east and west should not be on the same weekends - Sweden

This point was brought up at the meeting. It is a problem when races in the eastern and western league are on the same weekend. It reduces the numbers of competitors at both venues.

Germany also has a problem for fixing dates for races as competitors sometimes will not choose the western league race but will travel to an eastern league. It may be nearer for them.

One suggestion is that league points scoring should be open between east and west (no restriction of where the competitor can score points) and you could travel to the nearest.

Belgium is organising a league race every 2 years. They are doing the same work for a 3-day race but have a smaller number of competitors. There is often a clash with a eastern league race.

UK suggest we could have one big league and top competitor from East and West gets the world champs wildcard. You would pick your best races; limited number of races would be counting for the ranking points (like it is now, but not restricted to east or west).

Slovakia has a problem if they are not using the venue every year he could lose it. They must have full capacity in the motel to be allowed to keep the use of the lake.

Belgium, The Netherlands and France would discuss the dates of the races and coordinate to ensure there are no clashes and good attendance at all events.

Andras agrees that less races and bigger events makes more sense to make sure the iMBRA League keeps its high standard for all racers and organizers.

Maybe putting less events in the league and space them out would make them better attended.

ACTION: Will be discussed further by the committee in their regular meetings.

8. Viewing space for the judge in the middle of pontoon – Ian Folkson

Ian has a problem with viewing as a judge. If there isn't a raised platform, he suggested that there is a gap in the middle of the pontoon for the judge to view. For example, start places 1-6 judge gap star places 7-12.

This is dependant on the restrictions of the size of the pontoon. In some locations this isn't a problem as judges are higher up on the embankment (Stuttgart, Gonzaga, Kutu...).

9. Nitro testing rules – question from Belgium

Belgium asked why no nitro tests have been carried out after the qualification heats.

Ian and Andras have already discussed that the testing should be done. It has happened that the competitor has run out of fuel at the end of the heat so test would not be possible. It is important to have some random testing. In the next round of qualifying heats 3 competitors from each heat will be called for random fuel test.

France; in Therdonne random testing has already started. Computer takes random numbers and calls these competitors to test.

Germany was worried about fuel change however now that it has been done the results are good. Boats run better.

France asked about quantity of fuel that must be available for testing. They have had an issue where insufficient fuel was left in the tanks at the end of the race to test.

Ian replied that in international races in 1st year insufficient fuel should be a warning.

France and Germany have also suggested that all the fuel is tested before the run. This way is no issue with quantity of fuel. In Off-shore 100ml of fuel is 10% of total fuel amount and that is a lot to have left at the end of the run.

There are concerns about possibilities of extra nitro being added afterwards if this is done. Because of the size of Hydro tank it will be tested before.

The committee will review the rule if required. Will see how it runs at the championships as this is the first year.

An electronic fuel tester is available which can test on just 1ml fuel. It is however very expensive and could only be used at the world championships. It would be too expensive for each member country to purchase.

10. Transponder lap counting and weak transponder signal - Slovakia

It has been noted again this week that many boats have a weak signal. The signal in the same boat sometimes changes during the day.

The strict rule has been that if signal is weak the boat laps may not be counted correctly.

Testing during registration is not effective. The only real test is when the boat passes under the wire on the water.

Poland suggest that weak signal is a warning like noise. You get a warning to improve it as manual counting will not be continued if no improvement is made.

France believes pressure should be on competitors to ensure transponder has a strong enough signal.

11. Zenoah engine purchase

Suggestion is that IMBRA buys a Zenoah engine and split it apart and photograph all the parts. If there is concern that engine has been changed it can be used to compare the parts.

Meeting closed at 21.07