

IMBRA World Championship 2016 – Election & General Meeting Minutes

Sunday 7th August 2016

Agenda

Countries present – Austria, Belarus, Belgium, Bulgaria, Canada, China, Croatia, Czech Republic, Estonia, Finland, France, Germany, Hong Kong, Hungary, Italy, Latvia, Lithuania, Netherlands, New Zealand, Nigeria, Norway, Poland, Portugal, Russia, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Ukraine, United Kingdom, USA

21 present plus 4 proxy

Election forms given to the following countries.

France, UK, Sweden, Bulgaria, Russia, Holland, Belgium, Latvia, Germany, Nigeria, Finland, Norway, Czech, Hong Kong, Hungary, Spain, Poland, Serbia, Austria, Slovenia, Slovakia

By proxy; Portugal, USA, NZ, Italy

Opening speech:

By Ian Folkson:

Welcoming all to the IMBRA open meeting. Praising the young committee for all of their hard work. During the last 2 years the IMBRA league was put in place, 1st IMBRA World Championships was organised, 2 further Countries have put their proposals forward for 2018 and 2020 championships. We had a very successful 1st Hydro and Offshore week of world championship racing. General feedback from all has been that everyone enjoyed the racing and a good job was done by all. IMBRA together with DMF worked hard at organising the WC and putting together a new set of rules.

This is an open meeting but voting to take place 1 per country. This we hope gives the general boater an opportunity to make proposals. Although the front of the rule book does state that the rule changes should be submitted through the country's association.

Going forward to enable proper consideration of the rule changes and proposals it is suggested that any rule changes should be proposed 2 months before through the country association so that they can consider the proposal and be ready to vote. Should something arise later that can still be discussed and considered.

World Championships 2018:

Before continuing with the meeting Ian Folkson passed over to the representatives of France to introduce the location for the 2018 world championships.

A presentation incorporating some photographs of the location and a video of the recent race held on the lake in April 2016 was shown on the screen for all to see.

France tried to find the best place for a WC. The best location was sought with a combination of good facilities and race lake. France have started racing on the lake and will hold two more national races before the planned World Championships in 2018. From the beginning the city Egletons and region are supportive. They will assist with rebuilding the pontoon and the city will assist with arranging the accommodation and facilities. The location is central and accessible from 4 major airports. This is a leisure area. Facilities include; camping around the lake, there are some chalets, campsite across the road and there are hotels in the area.

Questions were then taken from those present at the meeting regarding the presentation.

Question regarding test lake: Test lake is much the same as in Holland. There is 200m between race lake and test lake.

Question about the exact dates and which order of H O and Endurance competition. This is not yet decided and is to be confirmed. The reason that it is at the beginning of August and starts with H and O is that many of the Scandinavian countries finish their holidays by mid-August.

Erich Costa advised that they will try to have a website up by September 2016 and link it to the IMBRA website so everyone can view the progress of the organisation.

Current committee member contributions:

Ian Folkson summarised the contributions of the current committee members:

Vice President – Erich Costa (France) - Set up a system of judging. There has been good feedback of what judges are required to do and keeping the development of the rules. Erich also managed to find the venue for the next World Championships.

Treasurer & Secretary – Lauren Morrison (UK) - Without Lauren there would be no IMBRA. She has set up the company, organised legal documentation, company registration, bank accounts. She followed that up with rewriting the rule book from previous association. The meeting showed their appreciation for Lauren Morrison's contribution with a big round of applause.

Webmaster – Martin Fields (UK) – Prepared the associations constitution, set up and manages the IMBRA website and Facebook page to keep everyone informed. This makes discussions of any topics / issues much easier and is open to everyone. It is the modern way of keeping everyone informed.

Also special thank you was given to Phillip Fields for the designs of the logos for IMBRA and the World Championship in Holland.

Junior representative – Ross Waumsley (UK) – had made a good start with getting the juniors community started. He has been keeping in touch with all of the juniors and passing the information on and setting up the idea of junior involvement.

Other committee members were also thanked for their contribution. Robert Mecdorf (Poland) and Anton Chernenko (Russia), Landon Chin (Hong Kong) who helped get China to become a member of IMBRA as well as Hong Kong. He has also started discussions with other far eastern countries about joining.

President – Ian Folkson (UK) – Was available for advice and assisted with the introduction of countries to IMBRA and getting them to join as members. Most of the work was done by the young committee.

The committee also put a lot of work into the IMBRA league which has proven to be a great success. Moving forwards the committee will look at possible prizes for winners of the league in the year of the World Championship.

Question regarding the new structure of the committee:

Before the election of the committee Jorg Banaszak stated that he disagreed with the new structure of the committee and he did not feel that the committee had the right to alter the structure. A discussion took place about the changes in the structure of the committee as it moved from having O, H and V

representatives for each type of racing to having President, Vice President, Secretary / Treasurer, Webmaster and 3 further committee members.

The committee responded that they all worked together regardless of their special interest in the class of racing that is why there was no need to assign a class to each member of the committee. The number of the committee members has not changed.

Webmaster was given a separate post to ensure that the communication via the web site and Facebook are managed but the webmaster also remains a fully involved member of the committee.

Committee Election:

Following closing of the discussion the election forms were collected and votes counted by new junior representative Giuliano Ott, Ross Waumsley and Evert JR De Ronde.

There was a break in the meeting while the votes were being counted.

Once votes have been counted Ian Folkson stood down as President and Lauren Morrison took over chairing the meeting.

President – Ian Folkson (UK)

Re-elected with 24 votes and 1 abstention

Ian Folkson took over chairing the meeting again.

Vice President – Erich Costa (France)

Re-elected with 24 votes and 1 abstention

Treasurer & Secretary – Lauren Morrison (UK)

Re-elected with 24 votes and 1 abstention

Webmaster – Martin Fields (UK)

Re-elected with 21 votes for 2 against and 1 abstention

Committee Member (3 posts available)

- Robert Mecdorf (Poland) 12 votes
- **Andras Berta (Hungary) 21 votes**
- **Uros Skoflek (Slovenia) 17 votes**
- Julius Hof (Germany) 9 votes
- **Jan Wegeberg Smidt (Norway) 13 votes**

Andras Berta, Uros Skoflek and Jan Wegeberg Smidt are elected as new IMBRA committee members. They were invited to join the committee on the main table.

Junior Representative - Giuliano Ott (Germany)

Unanimously elected and also joined the committee on the main table.

Question regarding the venue for future World Championships:

Before the meeting was able to continue, there was a question from Jorg Banaszak regarding how the decision for the next World Championship venue was taken. He objected to the committee having taken that decision and suggested this should have been decided by all at the general meeting. He understands Poland has been turned down.

The committee explained that considering the difficulties in the past with finding a venue for the next championships it has been an important part of the work of the committee to ensure that venues were secured in advance. France was able to offer the organisation of 2018 championships and this offer was accepted and supported by all members of the committee.

The question about any offers for organising 2020 championships was published on the IMBRA website but there was no response. If there was more than one offer than a tender process would probably have to take place.

Poland was asked whether they would be able to consider the organisation of 2022 championships since the venue for 2020 has also already been found and confirmed.

Robert Meccdorf responded that Poland may not be able to get funding in 2022.

Meeting continued with consideration of 19 proposals put forward by various members of the IMBRA community.

Proposals:

Proposal 1 – submitted by Phill Fields (UK)

I think the current rule of allowing 3 boat lengths before going into the same lane rule is insufficient distance in hydro's and offshores. Even at 3 meters the boat behind will be blown over and at high hydro speeds there is nothing the boat behind can do to prevent it from happening.

I'm proposing a minimum of 5 meters before moving into the same lane.

Russia; it is tough racing, 5 meters means no overtaking at all, measuring the distance is very hard to do. Sometimes it is closer than 2 meters but it is safe. With this change there would be no overtaking at all.

This proposal was not voted on.

Proposal 2 – submitted by Phill Fields (UK)

I think something needs adding in to the hydro rule book about if a race is stopped.

Currently there isn't anything in the rulebook that states if the race is restarted how many laps the restart race will be. At the moment it's unclear if the restarted race would be 6 laps or just the number of laps each boat had to complete from the stopped race.

I propose it needs to say - If a race has been stopped and restarted, the boats that were running at the time the race was stopped will complete the normal preparation time, milling time, and full race duration of 6 laps (4minutes).

13	1	8
For	Against	Abstain

This proposal was voted for and will be added to the rules.

Proposal 3 – submitted by Evert De Ronde Jr (Netherlands)

My suggestion would be no more rescue boat in Endurance after 10 minutes in qualifying and no more rescue after 20 minutes in finals.

It only causes a difficult situation and after this time you do not have a chance left. When there is a dangerous situation with dead boats the judge can always decide to put the rescue out but only when strictly necessary.

There was a short discussion as Belgium suggested that 10 minutes may be too long but 5 minutes they would be in favour of. Without the change the proposal was voted on.

4	16	2
For	Against	Abstain

This proposal was voted against and the rules will not change.

Proposal 4 – *Two very similar proposals were submitted so we have put them together as one.*
Submitted by Evert De Ronde Jr (Netherlands) and Samo Golavsek (Slovenia)

I would suggest to accept all juniors in all classes. No limit on World Championships so we can have them all racing. Example: when there are 10 juniors in Germany and 2 in Portugal we should let them all race. The more races for juniors the better for the sport. Limitation should be implemented again if the number of competitors is too high.

21	1	0
For	Against	Abstain

This proposal was voted for and will be added to the rules.

Proposal 5 – submitted by Uros Skoflek (Slovenia)

8. Endurance Class General Rules subject 3)

Erase B-finals from the rule book. If we have to finish IMBRA league race at 12-PM on Sundays we have no time to make B-final. We have never had B-final at Eastern races and I take every year at least 5 biggest races in the East. People want to go back and travel in the afternoon as normally they work on Mondays. I think we need to discuss about B finals as normally it makes the race longer and if we think only about WC we can think more about two semi-final races, or not to have B finals at all.

IMBRA league rules do not need to be adhered to so B final is not required. The current rule also states that B finals will only be held when time allows.

Proposal was withdrawn and was not voted on. No change to the rules.

Proposal 6 – submitted by Samo Golavsek (Slovenia)

Endurance – There should be a World Championship for juniors every year. In the year when there is no World Championship for seniors there should be an open European Championship.

0	20	2
For	Against	Abstain

This proposal was voted against and the rules will not change.

Proposal 7 – submitted by Samo Golavsek (Slovenia)

Every junior who was a world champion should be granted automatic participation in that senior category, in the class he was junior world champion. This should act as encouragement for them to stay in this sport.

22	0	0
For	Against	Abstain

This proposal was voted for and will be added to the rules.

Proposal 8 – submitted by Samo Golavsek (Slovenia)

Form a new category - super junior, for children under 12 years in category Endurance 3.5cc

Committee suggested that this would be considered if there are enough entries for under 12 year group at the next World Championships.

This proposal was not voted on but will be considered when entries for the next World Championships are received.

Proposal 9 – submitted by Samo Golavsek (Slovenia)

We should consider if category Endurance 15cc is reasonable for juniors. Races are more chaotic every year because of lack of competitors who are able to control increasingly faster models.

Committee responded that there is an age limit of 11 is in place for 15 cc. Proposal is to remove the class completely for juniors.

0	21	1
For	Against	Abstain

This proposal was voted against and the rules will not change.

Proposal 10 – submitted by Samo Golavsek (Slovenia)

Endurance - Proposal is that the first three drivers on the ranking list after 1-st heats goes directly into the final and first three drivers on ranking list after 2-nd heats enter also directly into final. Others take place on laps/time taken from their better heat. If one driver got direct final entry he doesn't count in the second heats if he got position between first three.

INTERPRETATION: If we have good weather on the first heats and bad conditions on the second heats we can predict that no one can make better result during the 2nd heats and it make no sense to drive it. If we make this rule then all drivers have interest to drive also second heats, because they can get a final entry no matter that conditions were bad.

5	12	5
For	Against	Abstain

This proposal was voted against and the rules will not change.

Proposal 11 – submitted by Samo Golavsek (Slovenia)

Endurance - driving in another direction should automatically mean lap deduction, even when other drivers aren't obstructed. Construction of models should be based on stability. There is a tendency to achieve high speeds regardless of stability of models. This measure would automatically mean there is no correcting if a buoy is missed. This rule was implemented in Stuttgart.

6	14	2
For	Against	Abstain

This proposal was voted against and the rules will not change.

Proposal 12 – submitted by Samo Golavsek (Slovenia)

We should ban glow plug remote heaters, remote movers of the resonance pipes in all classes, driving 15cc boats without gearbox. Because of these upgrades the engines life span is shorter and more expensive to maintain. This would also reduce speed and improve safety.

0	21	1
For	Against	Abstain

This proposal was voted against and the rules will not change.

Proposal 13 – submitted by Samo Golavsek (Slovenia)

We should completely prohibit the usage of nitromethane at least for category Endurance 7.5cc and 15cc. This measure should reduce costs by far.

0	21	1
For	Against	Abstain

This proposal was voted against and the rules will not change.

Proposal 14 – submitted by Lauren Morrison (UK)

Bring the 35cc Endurance class to an end. It is clear that the numbers within this class have been reducing for many years and that a lot of races no longer support this class. I think we should run the class at the 2018 World Championship and then disband the class at the end of the 2018 season. This will allow current racers to get another 2 years use from their engines/models prior to the class ending.

1	16	5
For	Against	Abstain

This proposal was voted against and the rules will not change.

Proposal 15 – submitted by Jan Capek (Czech Republic)

Beginner/entry low cost 3.5 class (let's call it 3.5 endurance fun):

Looking at the number of newcomers (close to 0), this hobby seems to have all but bright future. There must be something to attract newcomers to the hobby. Currently, it is very difficult for a newcomer to start racing at a competitive level without investing large amounts of time and money into the hobby. I believe the time and frustration of not getting fun from racing due to overcoming technical issues is the most repelling factor. The entry racing class concept is nothing new and has been successfully proven by a 3.5cc entry class that is being raced in Poland and something similar in Germany (2.1 cc).

The idea is to open a low cost fun class with restricted/cheap setup:

- 0% nitromethane
- no gearbox
- plastic propellers
- only 3 servos allowed with exact function assignment: rudder, throttle, needle/mixture
- any trim tabs remotely uncontrolled
- fixed engine brand (e.g. cheap Aquastar 3.5cc - heavily tested in CZ 3.5 junior class).
- no modifications to the engine allowed - first 4 racers in the final will have their engines inspected. The fixed specification of the engine that the engines will be checked against will be posted for each engine.
- tuned pipe is questionable -> it may raise the cost of the class and reduce engine life
- only 1-2 types of hulls - 1 manufacturer

The above list seems to be very restrictive, anybody willing to experiment would have the option to enter any of the unlimited classes. We have even thought of calling it a "wife/girlfriend/beginner" fun class. To prevent any arguments among couples, each mechanic would draw his/her racer for the heat ;-). There would be 2x15min heats + 1x25min final. The setup and building instructions for the boat would be made public with people sharing their experience through social networks etc.

3	13	6
For	Against	Abstain

This proposal was voted against and this will not be added to the rules.

Proposal 16 – submitted by Maxime Chadeffaud (France)

For Endurance classes the bottom of boats must be sprayed in a way that allows others drivers to see it when turned upside down.

There was a short discussion regarding this proposal.

Question from Slovakia about what is a visible colour. France is asked to explain what is they propose.

Committee suggest this is something that should apply to all classes. Propose that all boats should be painted not plain glass fibre, carbon / Kevlar unpainted.

This will require further consideration as to what is required to make the boat more visible. This proposal was not voted on but will be added to the rules once defined.

Proposal 17 – submitted by Janez Melansek (Slovenia) on behalf of the Slovenian National Association

We think that iMBRA should not accept proposals for rule changes made by each individual driver. This can bring problems for next committee meeting as one man can give you 100 proposals and you need to discuss about it even when we all know this stupid thing can happened from one of the country.

We suggest proposals should be given from national associations and can be discussed over Facebook or over other social media but in the end if someone see one proposal of one individual as interesting he can include it into his national association as official proposal.

(we can see now some individuals made proposal even when we all know this will only take time in the committee meeting)

IMBRA already have on the front of the rule book that the proposals should be submitted by the national federation. Sufficient time needs to be given so that these can be considered by each country before attending the meeting.

This rule proposal was not voted for as it is already in the rules and will be applied going forward.

Proposal 18 – submitted by Janez Melansek (Slovenia) on behalf of the Slovenian National Association

The chief judge of E/O/H class should not be driving the class of his judging. If this raise the costs of the event, we can rise the entry fee for 10€ for boat. We think judging and driving the same class is the opposite of interest.

Committee responded that there is already a chief judge on the pontoon and 2 assistants. The judge will not be able to judge the class they are competing in.

Uros Skoflek explains the rule proposal further. An Offshore driver should only be able to judge Hydro or Endurance classes etc.

Committee responded that the judges take an exam and if any bias is apparent they would not be able to judge again. It is also true that the competitors from Hydro will be most familiar with Hydro rules, Endurance competitors with Endurance rules etc.

This proposal was not voted on and there is no change to the rules.

Proposal 19 – submitted by Janez Melansek (Slovenia) on behalf of the Slovenian National Association

Each driver needs to use on his heat official wear that will bring more visibility from which country drivers are from (it is enough only country name in the back of a T-shirt.

3	17	2
For	Against	Abstain

This proposal was voted against and the rules will not change.

This closed the consideration of proposals. And meeting moved to AOB.

Any Other Business:

1. Sweden (Sven Andersson) applied for inclusion of a race in the Western league but was turned down. Will this happen again?
Committee responded that the only reason their race was not included was because they applied late and the league was already organised. But they will definitely be added going forward. They are requested to apply early.
2. Vince Taylor noting that there has been issues at the test lake due to lack of driving discipline. All teams are to ask their drivers to stick to the course and not cut across causing potential damage to the boats before the race.
3. There was a question regarding buoys on the test lake for the Endurance week and DMF confirmed they will be putting a course out the following day.
4. Robert Mecdorf from Poland advised that they have a good lake with accommodation and would like to offer organisation of world championships in 2020. He asked that Poland is not at this point excluded from consideration for the organisation.

Russia is supporting Poland proposal as it is nearer for them to travel to.

IMBRA have however at this point already got a venue for the 2020 world championships, Gonzaga in Italy. This was accepted after the question on the IMBRA website and Facebook page had no response.

There were no further AOB items and the meeting was closed.