

27th April 2013

Meeting EBA

Meeting commenced – 11.15am

Present:-

Chris – UK

Nico – Belgium

Jan – Holland

Torsten – Denmark

Dominic – Germany

Javier – Spain

Miguel - Spain

Jose – Portugal

Matas – Lithuania

Thanks to Santi for welcoming us all to his house for the weekend meeting. Thanks to the reps who are attending.

Suggest that each country should give a brief outline of how Blokarting works in each country.

Nico – Belgium, very small coastline only 70 kilometres. There used to be obstructions by FISLY. Numbers of Blokart are now enough that they can now do their own thing. They don't need permission to access beaches to sail but if they want to organise a event they need to ask permission, permission is always given – its good for tourism. They can do whatever they want. Easy for them Belgium Blokart club is 60- 70 members – most are pure recreational sailors not very interested in racing. 10 – 15 Belgians when they race and they would like more international participants. Its more a fun activity in Belgium rather than for racing.

No inland tracks at present. Its only really carried out on the beach.

Affiliated with the local club because some pilots, not many, who sail in a coastal city where they need to have a sail number and a licence. But this problem is solved by having everything affiliated. So the local club can give the licences. All others sail recreationally where the licence is not required

Jan – Holland – 2 clubs one blokart and one beach sail. Blokart club is 99 percent recreational only a few racers. The president passed away and communication is not really optimal. Different points of interest have been complained about. In his opinion they want to do it their way and will not recognise EBA. Only a few individuals in the club make decisions without consulting the pilots. He is not happy about this as there about 80 – 100 members and it is a pity they are not served well to communicate within the club. They do a lot of their own races and activities but the problem is that some of these events are cancelled because of various reasons. He suggests he does not know who is the president of the cub right now so need to make a decision on whether they go for racing part of Blokarting or everything. At the worlds there were only 3 Dutch sailors. If it is further than Europe then not a lot of sailors are prepared to go.

He will try to make an approach to the president when he finds out who it is. He thinks we should make a decision of what the way forward is but they cannot force them.

He has not been democratically chosen he has just taken it on board he thinks that reps should need to know what is going on and try to attend the European races. Javier asked whether there is any

other reason why the Dutch may not want to be a part of EBA. Main reason is that he thinks they don't want to be told what to do and they want to make their own rules.

Need to discuss exactly what it is EBA wants to do and what the value would be for the Dutch racers.

There is only one Land sailing club it is in Terschelling. This club is more professional than the blokart club which is more just for recreational.

Torsten – Denmark - 30 members of the Danish blokart club and another club which is the local club which provides all kinds of land yachting and some are members of both clubs. They sail on the most southern part of an island it is a huge area and is only for landyachting. There is another part for buggies etc. This area is shared with both clubs and there is no need for a licence. In the past there was difficulty with getting permission for business use but there has never been a problem with just sailing.

Most members are Germans and that isn't a big problem. Only one race each year the Danish open. There is a track in Copenhagen it is a bit soft but is a nice track. Here you can rent blokarts. Some club members are active in trying to find other places to sail. There is an abandoned airfield, the last 500 metres are free and they are looking into this at the moment they can sometimes get permission to go there for a day. Its not really suitable for racing. Its not really big enough and it is quite narrow. One of the members is working on it and would like to try and do some racing there.

There is an island above called Fanoe further up the coast there is good sand here even when the tide comes in a bit higher so the beach is narrower. But it is very expensive to go there. Its Euro 35 to go on the ferry for a 17 minute trip. This is for a return trip.

It has been used and it is ok.

Racing – there is not so much of this going on. Some members have been to every international race for the last few times. Its quite a small group.

Dominic – Germany – does not have that many racing people and the most Germans are members in Denmark. They have two clubs, one of the clubs has less than 5 members. The other club is a commercial club Blokart Team Germany.

They have tried to get new places and he is trying to get an airfield place in the centre to get some racing and meetings. Southern Germany are searching for other places, too.

They do have contact with the commercial group and this is not a problem. On most beaches you have to be a FISLY member. You can go to the northern island but this is not something many people do. There are some fixed dates where they have meetings and may be do a bit of racing and sometimes they meet at weekends but this is hit and miss depending on the weather.

Jose –Portugal – small country at the club there are only 7 members but there are 20 – 30 blokart owners but most of these don't use them. Only one or two sailors who want to compete. Its a tourist area and most of the people who sail there are tourist. The track is not ideal for competitions it is really only just for fun. Its difficult to arrange to do anything because it is a natural park. Access to the beach is difficult as there are no big tides and the coast is very steep there are only 3 or 4 beaches where it would be possible to sail. He has tried to arrange a competition because but it seems to be impossible.

Javier – Spain – quite a lot of activity in different places not just in Mallorca Although this is the main place. Javier is not completely aware of what is going on in the rest of Spain. He has contact with the other clubs but they do not arrange the main events.

They are trying to develop a new permanent sport for Blokarting. They have one in Mallorca at Santis place and are trying to get permission for the one used for the 2008 Nationals and are about to get this because they are working with an engineering to make a project but it has been refused because they are asking to see the certification of the gloves helmet etc that is being used so it is to be a very regulated. They need to point out that you cannot get a certificate for this kind of thing. They have all the other paperwork that they have asked for other than this. Nico said they should talk to Matt Beckett. The problem here is something to do with blokarts being marketed as toys.

There are 120 sailors over the whole of Spain. They have more sailors than karts as a lot of sailors share a blokart and this is very different from other European countries. They probably have about 80 blokart owners. Its like syndicate?

The other spots are developing throughout Spain. There is another school developing which is running very well and it is doing Tarifa. Anyone visiting there has to go through this sport. There is a children's team which are racing. These are not included in the list.

Starting to develop activity in Tenerife they are giving support to the schools of blokart and another guy from the Canaries and another place in Madrid is developing. Also in Toledo 10 – 12 places to go Blokarting. Need to have a local club to support these things.

Structure developing a national league in different places. They have 5 race dates in their calendar for the league. The last one is the Spanish open which is in Binisalem. Everyone is invited to come and those coming from outside are welcome to share a cart to keep costs down. Some of the French pilots are coming with caravans and their own carts.

12 – 16 pilots every 15 days racing in Binisalem. It is growing. In the mainland David is racing in performance. At the next open they will have 3 or 4 performance racers.

The main thing is that they are trying to regulate the activity and they have created a National Land yachting association as the sport does not exist in Spain as being a recognised sport at present.

Chris – UK – has a really good system in place and a healthy sport. Compared to what everyone else has said we actually don't have that many problems with access to sailing spaces. The club is run under its own rules and we have about 200 members. Access to beaches and sailing places is restricted that you must be a member of BLSA to use for that they have the adequate insurance. We have to have £5 Million insurance cover to be able to sail. Out of the 200 member 60 or so are racers. We have 60 at the Brits last year. Healthy group of racers. B series 5 – 6 races around the country at different venues each year. We are running the Europeans this year. Hoping that this will run well and will be well attended.

We are in a healthy situation in the UK and try to get a lot of others to come to events there is considerable interest in the Mallorcan open.

Ireland – the scene is more closely linking to FILSY. The rep is also the BLSA vice chairman they tend to follow alongside the rest of UK. Alan Watson is FISLY Pat is the blokart rep.

Mata -Lithuania – have a club and trying to get some finance to buy more blokarts to help local clubs. There will be members from national sailing association. Less owners than pilots 20-30 pilots but the owners of the carts are only about 12 so they share karts. It works well. There is new blood coming in from the sailing community as the sailing season is short. They have wheeled Blokating October to December they have racing and marathons for fun. Real racing is November mainly. More regattas for ice sailing its probably about 50/50 between the two. Some of these sailors are interested in coming into European sailing to get some results for their club and for the kids. There is potential. Blokating is the only land sailing craft which is doing anything in Lithuania. So access to beaches and sailing areas is free and there are no restrictions.

Nico summarising that it is very clear that every country is different. Austria – they have to ask permission to sail everywhere and blokating is not a big sport. France is a big country and they have the same problem and also there are historic problems which make the relationship not easy and they live on the relationship with local clubs. Most are in the St Malo area. Sailors in the south find it hard to get spare as the dealership system does not really work there. People sailing recreationally do not know who to talk to get spare parts and neither does anyone else. Spare parts have to be sent down if needed.

There is a rep from France – Bruno – they all live a very long way from each other so this does not make things easy. Maybe they should think about trying to set up another club and having a French Blokart Association. Nico is willing to talk to Bruno about this.

Estonia, Italy, Greece, Switzerland, Sweden etc there is a large list of countries who all have blokarters but they do not have their own representatives.

The Polish have said that they will be attending the Europeans. There is a blokart club in Norway but they are difficult to get hold of.

There may be people that can be approached in each of these countries to see whether they would be willing to be EBA reps.

Nico has a full list of all the countries that do have blokarters.

Even if is someone who is in a blokart but racing with FISLY it would be good to have a contact in each country so that they can be kept up dated as to what is going on in the rest of Europe. There should be a way to invite all of these people to events.

Maybe the website of EBA is not optimal and a lot of people aren't using it. Communication is not good as sometimes the EBA do not find out about problems which are occurring and so can't help if they don't know. Knowledge to be shared more.

What is the EBA going to be in the future? Maybe the name should be changed and the role of the EBA should be clearly defined. This group cannot decide on what should be done in each country and each country should be able to decide these issues under their own associations.

If it is a European event then it should be run under EBA rules but if it is a local event then it should be run under local rule.

Javier – EBA should be mainly focussed in racing and should co-ordinate European championship. It is made up of all the countries. Giving support to the smaller countries so that they can help to develop blokart if they ask for help.

NICO – EBA should be the information hub and able to assist and to point people in the right direction as to where they might be able to get help if needed. Sharing of information and supporting each other should be developed. There should be a better announcement system so that everyone knows what events are going on in different parts of Europe. There should also be a registration of pilots and then it makes easier to see who the pilots are, what experience they have etc.

We need to have some sort of system so that if something is posted on the website that they emails all members so everyone is informed.

Javier – what would happen if more than one country wanted to organise the Europeans – this will be discussed further tomorrow when the constitution is dealt with.

Andreas – licence – rental business started up – so that people know that sailors are capable of racing? Nico thinks this is a bit difficult for the EBA to organise this, would there be problems with insurance.

In Spain – the clubs have the responsibility for the pilots, national association have nothing to say and the President of the club has the responsibility to verify that they are capable of racing.

Jan- the EBA is nothing to do with renting of Karts we are only talking about racing here. So that to show that the racers know the rules etc.

They should be taught the rules etc by their club. The club President can then verify by way of a certificate that that local club is satisfied that the sailor is capable. This is not anything to do with EBA directly as they won't know the capabilities of the individual sailor.

It is the person who is teaching or renting the kart out etc that has the responsibility.

Jan – if pilots are registered with EBA does this mean that they are capable of racing. Does this mean though that it is the club that should register the pilot with EBA. What about sailors who are not a member of any club because may be there is no club available for them to join.

At the Europeans it would be the ultimate decision of the race officer at the event to decide if someone was not capable of sailing.

If there is a club available then there is no reason why all sailors who would want to race at the Europeans or whatever should not be a member of the local club.

They could make a club even if there are only 2 people in it. There is no reason why this couldn't be done with only 2 people.

If someone is not willing to put their name on the list then they should not be allowed the race. Because the race officer is the person who has to sign the risk assessment to make the insurance valid and it is their decision that is final.

How do the individual pilots get there race experience – maybe they should list when they register at EBA what specific race experience they have. However if no one knows the person then obviously this cannot be verified.

Nico – if you can just register on the EBA site for the Europeans then the pilot should be a member of a club because there is no one to verify so they should be definitely be registered with a local club from the country they are coming from.

Chris - for instance he knows that the Polish racer will be registering they have no club. He will send them some information and some questions to make sure they have read the rules and will speak to them before racing to make sure that he is satisfied that they are capable of racing.

Nico – maybe pilots such as these should be given something to wear so that they can be identified by other that they are no experienced racers and they can then be more aware of them.

Chris – this is something which we already do in our local B series races and we identify those who need assistance.

Its going to very much based on who has knowledge of the individual sailors and down the final decision of the race offer.

Javier – what would be the ultimate procedure. That pilot would have to have some sort of contact with a local club or the national association of the country. This will not be good for last minute pilots who don't have contact with a club.

Chris & Nico – they don't really want this sort of last minute entry. They must have contact with their local club or association beforehand. If there are lots of clubs then it much be the national association of clubs.

Jan – mentioned the idea of each association making a payment of a couple of Euros for each pilot to the EBA and then once the race has taken place the money collected if the race has taken place in accordance with EBA rules then a fee would be paid over to the organisers to use for the cost of running the competition. Firstly any costs which had been expended by the actual EBA involved in anything to do with the competition must be taken plus any running cost of the EBA.

Chris – it will be a “reward for doing a good job”.

Could be used towards prizes – however for Europeans and nationals this is not something which should be being paid for by the organisers they usually come from BBizz and Blokart. But you have to ask for the trophies at least 3 months in advance of the national competition.

Torsten – this will strengthen the national clubs and so has no objection.

Nico – all open nationals and Europeans must been run in accordance with the EBA rules. Other races which are not these then the individual associations may make the choice of whether or not they run the EBA rules.

It was suggested that the spare trophies that the BLSA has from the 2011 open could be auctioned off for charity at the Europeans.

Nico – not happy with the New Zealanders. They are not very communicative. Proposed that we do our constitution, and then push IBRA to sort its own constitution. We should make a stand as EBA and set our own rules. We set our weight categories – IBRA does not have rules on weight categories.

Every national association that has more than 25 paying members or blokart owners. Then that association can have their own vote on EBA. As soon as you have 25 you have a vote – 1 vote, not 1 vote per 25 members. So small countries won't have their own vote but EBA will have a vote for them on their behalf.

What if some of the smaller countries wanted to get together so that they can have a vote – no they need to get their membership up so that they have their own vote.

EBA will acknowledge the racing rules of IRBA but will change if necessary for the Europeans i.e the port starboard rule, right hand rule and then will come down to the level of nationals that will decide their own national rules.

It is very important that EBA can agree their rules tomorrow between the representatives and a proper record is kept.

Any proposals to change any of the rules in the future under EBA it will have to be voted on.

EBA Constitution – is it to still be EBA or are we to change the name. There does not seem to be any value to changing the name. We may want to do something in a few years time for recreational sailors so we may as well leave it as it is.

Aims and objectives – To govern what is happening with racing. Supporting clubs in racing matters. Helping the organisers of the European Championships and to develop the rules.

Who is EBA – representatives of European Blokarting – put together by national Blokarting clubs. There must be a direct road for pilots into the EBA.

If we asking pilots to belong then it must represent the pilots and not the countries and only the pilots who are racing. So every pilot who wants to race must pay the fee. Made by pilots for pilots.

However if a pilot has a problem with its club then the club must have a structure in place to deal with this. We do not want to have a situation where there is an organisation above the club that will be able to interfere with the club. There will be very few pilots who are not a member of a national club. If there is a serious problem then that pilot would be able to go to his representative for the country or if he didn't want to do this then he could go to another EBA representative. Contact details should be put on the website.

EBA will only be for race support and support the racing. The list to go on the web site will be all pilots and this should make things simpler for whoever is going to do the accounts for the EBA.

It needs to be a simple procedure to get pilots put on the list and if they are not on the list then they will not be allowed to race at Europeans or Nationals.

We will put together a written document of the aims, objectives and rules of the EBA.

Representatives – voting – will be difficult but we need to put together a constitution. So we should work with one representative from each country. One vote per country. Do we need a mandate for how long each rep should serve. This is probably best left to the individual associations to decide.

Jan – concerned that someone with no experience of international events and racing may be voted in. Maybe we should put to something in the constitution as to criteria for a rep. Maybe we should put in a suggested criteria as a guideline but not to be enforced otherwise this is going to discourage new members/countries joining.

Should the EBA reps have a right to appoint someone for a country that does not have a rep? EG it would be quite useful if the rep were able to speak English.

Dominic – mentioned that there should be no more open discussions on facebook about what is going on i.e complaints etc. Maybe there could be a closed group for members only.

Plan of actions for countries that do not have representatives at present. We should try and contact some of the sailors we know are in existence and see if we can get them involved by putting forward a new rep. If someone attends a National or European event then they must be part of what we are doing, if we can't and they come to race then we should speak to them when they attend. If there is someone posting on facebook who blokarts who we don't know then we can approach them that way. There should be contact from one person only rather than all the EBA reps trying to speak to them.

If someone shows interest from a new country then they will get special treatment and will be briefed better. Could they be invited along to an event or information provided about the event so that they can intend.

We probably need to wait until after this year's Europeans have taken place it would be better for them initially to come to a national competition rather than going straight in to the Europeans.

It was suggested that all reps should have the mandate to step in if needed at national and European competitions. There should be at least one rep at each event in case things go wrong so that they can assist with any problems there may be. They should have the opportunity to step in if things are obviously not being done in accordance with the EBA rules.

Javier – these type of problems are best dealt with before the event as sometimes once the event has started it is too late to try and sort out.

The event organisers should be using the experience of the EBA reps.

Javier – at least a couple of reps should be involved in the initial organisation of the competition.

Torsten – the EBA will be the board to decide where the next Europeans will be and there should be a meeting to decide and then the organisation should be put into the hands of the club/people who are running the competition but it should be overseen to make sure that it is being run properly.

Chris – you should utilise all the experience that is available from the EBA reps. I.e. by providing scrutineers, training, marshals etc. The problem is when the organisers don't ask for any help and then there are issues if it become apparent once the event is underway if they haven't organised things properly to follow all the correct procedures.

Javier – there must be a criteria set down and if the organisers do not fulfil this criteria then the event will not be allowed to be a European event. Whoever is running the event must be prepared to accept this but it must also be made clear to the organisers that EBA do not want to have total control of the event it is just support and help.

Running of the Club – do we need to have a secretary, treasurer etc to run the club. In a few years we could expand when other countries join.

Jan – suggesting that we should have a vice president as well as a president.

Chris – if we have a larger structure then it means that Nico won't have to do everything. President, vice president, treasurer and secretary.

Spain – the biggest organisation in Spain don't need too many the secretary probably being the most important. It needs to be individuals who have lots of experience and possibly a web master.

Jan – needs to be someone who is very good at talking to everyone.

We could combine two of the jobs vice president/secretary or secretary/treasurer whatever works best. Put two functions together as it makes it easier for meetings etc.

Normally the President would choose the members there needs to be some locality.

Jan – proposing that Chris should be vice president.

Nico – at the moment these roles are not that big as this is the first EBA meeting.

Jan – Chris is representing a big country and there is good organisation.

Javier – also suggesting Chris to be vice president.

Nico – there will need to a mandate given for a certain period so that person can apply to be re-elected or that they do not want to carry on. May 2 or 3 years. We should try and have a meeting 5 or 6 months before each Europeans.

Javier – probably better to have the meeting after the Europeans as well so that it can be decided at that meeting to decide on the next venue and will give new countries a chance to become involved and possibly put forward new venues to host the event.

Chris – we have organised the event for this year in under a year but this time is ok if you have experience. 2 years would be better for new hosts.

Javier – for example if Germany were to have the next Europeans and work on it and a year passed and there were problems. How long would be go with the situation would there be a second option venue?

Nico – we should have 3 or 4 bids and if there are problems then we would go back to one of the others to see if they were still interested and if they were then we could cancel the venue with problems. It is possible that someone would be able to jump in and organise something fairly quickly if the need arose. The host must be honest with EBA and keep us update if they foresee problems so that initially we can offer help in the first instance. Cancelling the venue would be a last resort.

Priorities – a list should be made of these i.e venue, helpers etc.

Chris – My Co organiser for the Europeans Nick Glynn has devised and updated a spreadsheet throughout the organisation of this years Europeans which can be utilised for the next Europeans. All of this type of information should be available to be shared for anyone who needs it.

Nico – it would be good if these 4 positions could be elected before the end of this weekend. We need to decide on the mandate.

Chris – suggest 2 years now and this can be changed in the future if necessary.

Spain – suggested possible 4 years would be better with a clause to say that you could have a clause that they could step down if required.

Nico – need to decide on what the majority is going to be for any of these issues which need to be voted on.

Majority should be half plus 1.

Javier – what would the number of votes be?

Nico – every country should have one vote as previously discussed. If equal number then the president will have the deciding vote. This will need to be in the constitution.

Which country should be EBA be based in?

It needs to be a European country rather than UK because the UK legal system is completely different to the rest of Europe.

So the address of the EBA must remain the same whoever is the president – it would be good to have the EBA based in a country which accepts blokart as a sport.

Voting for office –

Torsten – we vote now with those here and then they will be in office for 18 months. If we are to have another meeting within a year after the European open takes place there can then be a further vote at that meeting.

President and vice president must be EBA reps.

Javier – suggesting that Nico – President, Chris - Vice President and Gill Secretary (in a non voting role).

Chris – proposing Torsten to be treasurer. He was happy with this.

This was agreed by all those in attendance.

It was also proposed that we have a representative with regard to voting of the small countries – it was suggested that this be Matas.

There should maybe be small committee of small countries.

Matas was happy with this and was agreed by all present.

President – Nico Boel (Belgium)
Vice President – Chris Moore (UK)
Secretary – Gill Moore (UK) non- voting
Treasurer – Torsten Wulf (Denmark)
Small countries Co-ordinator Matas Mizgiris
EBA Technical Guru – Javier Estarellas

RULES.

Starting procedure – should be a rolling start. Probably a 2 minute dial up but to be at the discretion of the race officer at the individual venues to be included in the notice of race..

Start box – Again this should be contained in the notice of race. Should be recommended in the rules but again would be at the discretion of the race officer as above. EBA rep should have the power to alter this for safety reasons at the individual venue.

Signal – these should be contained in the notice of race. Horn should be the signal. If this didn't work then it should be dealt with at the briefing.

Flags – these should be mandatory for certain things. We use the FISLY flags.

Sound signals – everyone will be free to use their own system.

Weight categories –

Mandatory for all international events and Europeans.

Up to 55kg – flyweight
From 55 up to 70kg – lightweight
From 70 up to 85kg – middleweight
From 85 up to 100kg – heavyweight
From 100kg – super heavy

Weighing – Trousers and t-shirt for weigh in

There will be random scrutineering of Karts and pilots throughout the competition.

Discussing how many entrants there need to be in each category – there are arguments that even if there is only one entrant then that should not make any difference. If there are more than one competitor then the class should be run because there is a race. If there is only one then they can sail in their class but to join in with another class. This would only work if there is just one sailor from the group.

Javier – wanted to know how this would work – would that sailor count in the middle weight or whatever category? Does that then make that sailor the champion of lightweight. It would not be fair for that sailor to then become 1st in the middle weight category as that would not be fair.

This has come to light because at 2011 European Championships at Terschelling because the lightweight category was cancelled on arrival at the venue and the competitor had already arrived at the event.

Torsten – if you are the only one in your class you have no race, if you have another one then there is a competition. If you want to be champion then you would be if you were the only one there.

Chris – the question is what do you do with that one person at the event? Would that person rather go into another group.

Jan – maybe it is easier to let them race with the middleweights and then have the results just within their own class.

Chris – at Europeans the lightweights and super heavy will be put together to race but each category will have their own separate set of result. This is the only fair way to do it.

Javier – what if there is an accident with another pilot in a different class, he would then be an obstruction for the other class. But this would apply whenever there was an accident.

Chris – yes, you cannot privatise the beach as it is a public right of way. Generally this isn't a problem but on occasion it can be difficult and if someone wants to walk through then the race would have to be stopped. You can only stop someone if they are actually trying to sail.

Matas – Could we mark the karts in some way so that when racing with different categories the other racers can identify who is in the same class and who isn't.

Torsten – what was the suggestion – colours or different numbers? Maybe a tape on the sail or a ribbon flying on the top.

Chris – you would be looking where you are going rather than at the top of someones sail. Suggested a coloured tape on the top of the pulley whip number. White pulley whip with black number and then a coloured tape to show which category the sailor is racing in.

At the Europeans it will probably only be the two or three classes which are being raced together so would only need 3 lots coloured tape to show who they are.

Conclusion: If only one pilot shows up within a category then that sailor will get the title, they should not be penalised for turning up.

Matas – what if the different in weight is very minimal.

There will be no concessions here the cut off point will be as the weight categories already discussed. The decision will be on whatever you weigh at the weigh in. There will be no option to get re-weighed after the weigh in. Everyone is to be weighed on the same scale.

Nico – maybe we should put in the constitution that no extra weight will be allowed. i.e. weighted jackets and belts, no loose objects in the kart nothing to be added on purpose that would weight the kart or the sailor.

“No extra weight can be added to kart or sailor of any kind, for example this list is not exhaustive”

Javier – how can sailors apply to make modifications to the rules.

Nico – would like Javier to be the technical advisor.

Javier – we need to create a technical committee to make decisions. Any new equipment developed would need to be approved by IBRA before being permitted for use in racing. EG foot rests, downhaul 2.

A new sail could be developed every year. If this is a new sail for blokart then that it is ok. But if it is a different sail so there are two sails of the same size available then that would need to be approved.

Any new products would have to have been on the market for 3 months before they can be used in racing.

Nico – this is something which needs to be discussed with IBRA by the elected technical committee of EBA. EBA will support Javier and his technical team in this.

Jan – it would probably be useful for Blokart to use the expertise of members of the EBA to develop their new products.

Javier – when Blokart want to develop a new product they should be sending a prototype to be tested in Europe to be analysed before it goes on sale.

Nico – we need to have a list which goes on the EBA website of different alterations which are acceptable to use in racing. Javier was asked to make a list to send to Nico and then everyone will have a look at it and start this off before the Europeans. If racers come to the Europeans with some alteration that is not on the list then they will not be allowed to use it. This will save a lot of time for the scrutineers at the Europeans.

Matas – raised the point of requirements for new countries joining – this had been discussed yesterday before he arrived.

List of countries that are known to blokart and a list made of any contacts which are already and know and details of who should make contact.

The fee required for each pilot who is a member of EBA will be Euro 2 – should run from the beginning of a new year, then we will have a figure of who has actually raced the previous year. Can then populate the idea after the Europeans have taken place. We will then know which clubs sailors belong to and an approach can then be made via the club.

Torsten – will have a problem opening a bank account in Germany in the name of a club so he will open an account in his own name. Each payment from the individual clubs there will be an entry clearly showing where the payments have come from. It may be simpler to open an account in the name of the Club in Belgium because here it is free and access can be arrange via the internet for anyone to go into it.

Some sailors may be a member of more than one club eg. Jan belongs to a club in Holland and a Club in Belgium so would need to pay the fee more than one. But the actually membership of the EBA you would only be permitted to count in one club for membership in relation to the vote of EBA.

Clubs will have to pass a list to Torsten as treasurer and he can check to see if a name appears more than one on different clubs.

Pilots should choose which club is their main club.

We will now formulate a EBA Constitution and pass to all EBA Reps, Also the EBA Racing rules will be updated with the new rules.

Meeting closed Sunday 28th April 13.00 pm

APPENDIX

Andreas - Austria Briefly about the situation in Austria: The blokart CLUB Austria (BCA) is a small Club. Yes. Although we have sold 40 blokarts in Austria but only 7 people are members of the Club. I'm with 15 riders from Austria in contact, all like to race ride. But because some them actively involved in sailing on the water or are professionally very in use, there are only 3-5 people who like race on international events. We have about 12 places where we can practice our sport around Vienna. The Club course in Seyring is the only one currently in Austria, where it is also allowed to drive. We drive only on asphalt. For the holding of international races, we are two big places available. Size: 350 x 450 meters.