

<i>LOGO</i>	International Blokart® Racing association	
	what	meeting
	date	4th of October 2008
	location	Papamoa – New Zealand
	author	Nicolas Boel - Belgium

1. Presence (in alphabetical order) :

Grant Grantshaw (NZL) ; Hamish McGregor (AU) ; Jan Meijer (NED) ; Javier Estarellas (SP) ; Jérôme Cottet (FRA) ; Jimi Vannoort (JPN) ; Natalie Cleary (AUS) ; Nicolas Boel (BEL) ; Paul Beckett (NZL) Rosie Tribe (UK) ; Russel Harray (NZL) and Yasu Funazawa (JPN)



2. Communications

Communications within the IBRA will happen through a blog site 'jiglu' with limited access. Only the country/continent representatives will have access to the site. Country/continent representatives will have to be put forward by national clubs or by mutual agreement (clubs/IBRA). Europe will be represented by 'Mr Ditch' Nico. Europe will organize themselves in a European federation (see 8). Decisions could be taken through polling (available on jiglu).

3. Committees

Small committees can be created to work on or put suggestions forward on different topics. A first committee has been put forward to work on the sailing rules. Members are Russel, Jimi and Nico.

4. Recognition of the Sport

One of the prime goals of the IBRA will be the recognition – legitimization of the sport. Cfr Belgium where Blokart is considered as a sport (not part of or class of FISLY). Another goal would be to have Blokart as a demonstration sport in the 2012 Olympics in London. Nico will try to get IOC president Jacques Rogge (sailor and Belgian!) to attend the 2010 Blokart world championships (see .6 calendar).

5. Equipment

A few changes and blind spots on the equipment rules have been addressed
Changes are :

- Batten tensioners are allowed in production
- Batten shaping is NOT allowed in production. Paul has promised us a better quality control on the battens.
- Performance - have to use Blokart battens - but longer Blokart battens can be cut down and used in shorter batten pockets, however no build up on battens.
- 5.5 sails are allowed in production but only with glass fiber masts (NO CRB or ULTRA!)
- NO Ratchet block in production
- NO bigfork in production
- IBRA will sanction all new Blokart Products that may be used for racing. This will come into play 9 months after the decision. This will not restrict Paul developing equipment for recreational market.

In short : production is out of the box!

6. Calendar

The IBRA will try to put up a GLOBAL event calendar. All National events are to be added - Club events will not be included. Investigating potential for each country to have a regular slot for their Open, to assist in annual planning to prevent clashes of dates. Flexibility allowed to cater for tides for the tidal venues!

The worlds will be organized every second year (2008, 2010,2012). A country who wishes to organize the worlds will have to apply to the IBRA. It is in the intension of the IBRA to try to have the worlds in as many different continents as possible.

The next worlds in 2010, with unanimous agreement, will be in Ostend – Belgium.

7. Events

Different topics have been addressed on this item.

- All national and international Blokart events have to be run under IBRA rules. If not, they will not be recognized as a Blokart event. The IBRA does advise to also run local events under IBRA rules. It's the only way pilots will get acquainted with the rules
- Time registration on those events are mandatory. In New Zealand the 'ChipX' transponders are used with 'Ultimate Race Manager' software. Paul will look into the cost of the system and how the system can be adopted in the rest of the world. Everybody agreed that the system did a very good job in the worlds. The only few glitches were from human error. It would be advisable to add a visual clock to the system.
- Formats for racing are free but everybody agrees that international events have to try to combine as many formats as possible. Short track (on the beach or track) is the most advisable and the most suited to get Blokart recognized as a sport (Olympics)
- Weight divisions will be worked to see what separation will divide the fleet as equally as possible. For the moment organizers of events are free to choose their weight divisions in accordance with registrations. IBRA will try to set fixed division by the next worlds or earlier. A minimum of 5 competitors per division would be advisable. IBRA is also looking into the possibility for the under 50Kg to carry weight on their kart to bring them up to 50kg.
- Minimum age would be set on 16 years for the worlds. Some think that is too old (FISLY uses the minimum age of 14...). A separate youth exhibition race or separate racing in the weekends are also a possibilities.
- Drop off races should be considered as help in case of material failure (flat tire, crashes or ditches ☺) not for bad sailing. So the following system has been agreed on : 8 races = 1 drop ; 15 races = 2 drops ; 20 races = 3 drops (maximum).

- Duration of events. A national event can be 2 days, but that is a minimum. World championships must be at least 5 days of racing.

Others

The European representatives agreed that it is time to create a European Blokart Federation (EBF). This body would be the central contact for the IBRA and all European Blokart sailors. This body would have mostly an informative function. The EBF would supervise that events in Europe are run under IBRA rules, organize event calendar in Europe, help out Blokart sailors in any way it can,... The European representatives agree that Nico will be the spokesman (president) of the EBF. Two representatives of every European country on the committee would be ideal.