



KBA 2nd ASSEMBLY 2007
Wednesday, 12th September

Hotel Asthorian, Pembrey, England

Minutes

00 *Mark Hoyland opens the assembly and handing the word towards Jerome Grimminck.*

01 Registration

Country Representatives:

| | |
|--------------------|-------------------------------------|
| <i>England</i> | Mark Hoyland, John Hitchens |
| <i>France</i> | Philippe Lefevre |
| <i>Germany</i> | Henrik Busse on behalf of Jens Ball |
| <i>Ireland</i> | Philip Cameron, Kurt Savage |
| <i>Netherlands</i> | Jerome Grimminck |
| <i>Scotland</i> | Roger Blake, Robert Mitchell |
| <i>Belgium</i> | Koen Berkvens |

02 Discussion about the statutes of the FISLY

Philippe makes a point that the statutes of the FISLY is saying that the FISLY is a Belgium Organisation. As the status is not saying it is an international federation it is hard to get some money for events out of the European Communion. Discussion follows and ended with the saying that it is not to class 8 to make a point of it but information about it will be requested from the FISLY.

03 Report of KBA activities past 12 months

Jerome reports:

KBA has started at the WC 2006 in Gravelines. From there 2 persons are elected to have seats into the FISLY these are: Jerome Grimminck and Jens Ball and as their reserves Mark Hoyland and Phillippe Lefevre. KBA attended to 2 FISLY meetings (January 2007 and June 2007). KBA started communication by email and their private forum on the Eurocups site. Eurocups organisation is now into the KBA and is an event of the KBA.

04 Explanation who and what is the KBA

Jerome reports:

As rumours where that the KBA was only Netherlands, France and Germany and willing to push their own rules Jerome explained that the KBA is all of the country's that are joining the KBA. This means the FISLY representatives will only tell or talk about things that are decided by the KBA members by voting. This means that every country has one vote into the KBA but is allowed to have 2 representatives per country into the KBA. So KBA is all members of the KBA and is only for class 8. KBA members are elected by their own countries.

05 Making the KBA an official association.

The KBA will be seated as an official association in Germany this will be done by the GPA. The president, secretary and treasurer only exist on behalf of any cash flow that is coming into the KBA. KBA will be lead by the joined country's all together and will not make any decisions without voting with all members.

06 Safety during races

Every country states that class 8 is an extreme sport and with this there is coming risks into the sports. To get the sport safer class 8 needs some rule changes but also towards the race masters there will be the task to plot safer courses. Netherland and Germany have a lot of experience with courses with many markers (6 or more). The feedback they get from the riders is very positive as now races are more on tactics and not anymore who has the biggest kite and get the highest speed. Jerome and Jens will provide some examples from courses that have been used in the past.

07 Universal Class 8 Agenda for KBA members

Jerome will investigate the possibility to have a universal registration portal for participants of the races. This has the advantage also that there will be an quick overview for all of the events that the KBA members will be holding and in some cases country's can check if they are colliding with important international events. For the race participants it will be easy as they have only to register and look at one site and can sign up for the races they like on an easy way. For the organisations it is easy to get all the details of riders and they are able to create a list of participants for their event. Netherlands, Germany and the Eurocups are already using the same system and are willing to adapt it to an international portal.

08 Eurocups

Belgium and England stated to have interest in organising a Eurocups race for the season of 2008. All country's will receive the Eurocups PowerPoint and will provide the KBA with possible dates.

09 EC/WC 2008

As Argentina has cancelled the WC for class 8 the Netherlands stated to investigate the possibility to organise a WC/EC for 2008 in the Netherlands. BCH will then be the organisation to hold this event. BCH has done already some work to investigate if it is possible and still has budgetary problems for getting costs covered. BCH will inform FISLY / KBA before the end of the year 2007 if it is possible to hold it in the Netherlands. Optional date will be from 5th till 10th September 2008 in Texel (Dates not 100% confirmed). Still under investigation is if it will be an EC or WC depending on participation countries.

10 Wind gusts

There will be no additional rule for wind gusts. This will be still a race master's decision. Race masters have to be informed that if the conditions are to extreme they have the ability to cancel a race.

11 Minimum wind speed.

The minimum wind speed for holding a race stay's at 4 m/s.

12 Rule changes (all points votes positive by attending KBA members)

12.1 Junior participants

As some races have Junior and Kiddy (0-15) years riders the other riders have to be

attended that pilots of these age are participating in the races. As then older pilots are able to recognize them and keep safety for them as they might not be that experienced. All country's voted to make the younger pilots recognizable by markings on their rear axle like a fluorescent duck tape. Kiddy's and Junior's are all pilots that are before the races starts have an age of less than 16 years.

12.2 Additional weights on buggy's

At this moment the maximum additional weight on an buggy is 20kg. Proposal is to lower this weight to 5kg as this will bring more safety due the pilots are forced to reduce kite size. Additional to this rule there has to be stated that it is not allowed to use full metal buggy parts or filled with with any kind of material parts. Also additional parts to the buggy that have no use for the construction are not allowed. All members agreed to investigate a possibility to make a rule for maximum buggy weights. Manufactures are requested to provide the weights of their buggy's so KBA can investigate to create a rule of maximum buggy weight. This will be further discussed at the EC/WC 2008 in the Netherlands.

12.3 Disc wheel size

Currently the maximum disc wheel size is 26 Inch. These rules come originally from the land yachts and were used as safety issue as the pilot needs sight over his wheels. In class 8 the pilot is seated more in front of his wheels and have good oversight over his wheels. Also many pilots use 24 Inch rims with 3 Inch tires as 2 Inch tires are currently not much available on the market. If the 3 Inch tires are inflated to full pressure they won't pass the 26 Inch rule. Therefore class 8 is requesting to raise the wheel size for class 8 towards 27 Inch to cover this problem.

12.4 Maximum races during a WC/EC

Currently during a WC or EC countries are only allowed to have 3 races on a day until the EC or WC is valid. As class 8 is mostly organising his own EC/WC and don't have to share beaches with other classes the request is to allow always 3 races per day. This will give the possibility to have quicker the maximum amount of races and the pilots are not waiting the whole day for a race.

12.5 Scrutinizing

Currently buggy manufacturers are enforcing the clamping rules of the buggy's. Race masters and scrutinizing persons have to be aware of these kind of buggy's. Therefore a rule is needed that when there is suspicion a buggy might be clamping a rider, the rider must prove that his buggy is not clamping him. This can be done by letting the rider with his harness on his body to take seat into his buggy. If the rider needs to push or squeeze him through the top of his side rails the buggy is clamping and cannot be allowed into the event.

**Signatures and names attending KBA Members:
All signed members approve to these rule changes.**

*14th September, 2007
Jerome Grimminck and Jens Ball
KBA Representants*