



MINUTES OF THE WORLD RACING COUNCIL MEETING
Hotel Scandic Crown, Antwerp, Belgium
July 22nd, 2009 from 09.00 to 17.30h

1. Record attendance and welcoming of guests

IWSF Racing Council Members

Glen Coles (AUS)	IWSF Racing Chairman
Meryl Lee (AUS)	IWSF Racing Secretary
Dusty Schulz (USA)	Region President Racing Pan/AM
Louis Simard (CAN)	member
Gregg Dutton (NZ)	member
Mike Waterman (GBR)	Region President Racing EAME
Vera Van den Bossche (BEL)	member
Jules Leysen (BEL)	member
Ann Proctor (AUS)	Athletes Representative
Josep Escoda (ESP)	reserve member - calculator
Ted Hofman (USA)	Chief Judge Worlds 2009 – Reserve member Pam Am

The chairman, Glen Coles, welcomes everyone to this meeting and announces Josep Escoda was invited to make a presentation. Brit Horemans, the EAME secretary, is to take the minutes.

2. Apologies for absence

No apologies for absence. All present.

3. Approval of the minutes of the meeting held in Long Beach, USA on July 16th, 2008

Correction to the Minutes – John Hoiles not John Holmes

Moved Ted Hoffman **Seconded** Mike Waterman

The minutes are accepted as presented.

Carried

4. Business arising from Minutes

Rule Book:

Ted Hofman : rule 608 on page 27 the colour of the driver's helmets has not been changed to orange.

Meryl Lee : each country is to print a version of the Rulebook for themselves.

Glen Coles reminds the Council that there is a two year freeze on the Rules, so any rules passed now will not come into effect until January 2010.

Meryl Lee regrets that the proposal for a "World Wide" raffle failed due to the international rules and requirements involved in such fund raising. Glen Coles adds that it's even illegal in the USA to sell overseas lottery tickets etc. and that big penalties are involved!

5. Correspondence

Glen Coles : there were a lot of e-mails from EAME and that they were all answered by the different regions.

6. Reports

President ♦ Glen Coles

This report is also sent to the IWSF for the World Congress in Calgary. Glen thanks Ann for the report she sent him prior to this meeting.

.Racing Report. 2009 IWSF EB Meeting. Calgary.

Ski Racing is still very viable & seems to be holding up well, despite the economic downturn that has cast so much financial trouble & gloom around the World.

The 2009 IWSF Racing World Championship is to be hosted by Belgium.

This event will be raced on small & very challenging sites, including working Canals.

It is Ski Racing's edict, that if we race in another Federation, then we accept the type of Racing & Courses that they prefer. Providing it is "safe" racing.

Safety is the first consideration of the IWSF Racing Council & our record speaks for itself.

EAME Region, Racing is going through some changes, all for the better. The Junior program is showing a lot of merit with good entries. Countries such as Austria are getting very strong. Belgium & England are the main players. It would be great, if we could see Italy & South Africa playing a major role again. Having the 2009 Racing World in Belgium can only be seen as a plus for EAME Racing.

PAN / AM Region, Racing is still very strong. The main player's being USA & Canada. All events are well run & except for the Catalina Ocean Race, are to the IWSF Racing Rule Book. Races are held on Rivers, Lakes & Ocean sites. This means a lot of travel between events.

ASIAN / AUSTRALASIAN REGION, New Zealand & Australia are the main players in this Region.

New Zealand has had strong Race Entries since the 2007 Racing Worlds. The Annual NZ / Victoria (Aust) Challenge is a very competitive way to introduce Juniorsto International Racing.

Australia has gone through a major reconstruction of it's Racing Division & Ski Racing Australia is a very well funded & conducted entity. Major Ski Races are regularly featured on "Prime Time Live TV". This has helped, an already healthy sport, with approx 2000 Racers now registered. The River Races regularly have over 400 entries on the day.

There is currently a lot of interest in promoting Ski Racing in the Asian countries, including Malaysia & Hong Kong.

This is my last Report to the IWSF, as after 20 years as the Racing Council Chairman, I intend to step down. This a planned move, done in conjunction with my Council. I will remain on the Council for a period to assist the new Chairman. I'm proud of the advances that Racing has achieved during my time. We now have Junior Boys & Girls competing & also Formula 2 Class (Outboard Engines) Mens & Women. Along with the premium, F1, Open Men & Women Racers.

IWSF World Racing Championships have been conducted by seven Federations. There has been a major shift in the design & safety of Ski Race Boats & Skier Safety, is at a premium.

I have enjoyed my time spent with IWSF EB Members, both at the Meetings & on a social level.

Thank you for the spirit of co-operation & assistance during the years.

I have served under four IWSF World Presidents & thank them all for their part in making Racing a part of the World scene. Thank you also to my Region for keeping me there.

The Incoming Racing Chairman will be Dusty Schulz, USA, a man of great experience in the sport of Ski Racing. He has my full confidence & support. Dusty is retaining a very able Team.

Glen Coles.

IWSF Racing Chairman 2009.

Region EAME ♦ Mike Waterman

EAME REGION REPORT TO WORLD RACING COUNCIL AT ANTWERP, BELGIUM, JULY 2009

The year 2009 began with a very useful Racing Council meeting in Zagreb, Croatia in early February following which our EAME Racing Rules were set for the year, and then produced on the EAME Racing and associated Websites.

For the first time ever we hosted an EAME Racing Officials seminar in Amsterdam, with grateful thanks to Thea Klarenbeek and the Dutch Federation for their assistance. It was well supported with officials from 5 countries, and was acclaimed a very useful meeting by all who attended. The scrutineering element proved a real eye opener for some. My thanks also go to Vera Van Den Bossche for producing the supporting paperwork.

As a Region we are continuing to work on the development of our younger skiers, wherein the Euro Kids continues to flourish, as reported last time. Vitally, they are the future of our sport, and we must always focus on the youth as our foundation..

With the EAME Racing focus for 2009 being the Worlds in Belgium, there have been a series of invitation events in Belgium in the run up to July, which have proved helpful to those who have been able to travel to some new race locations.

There is just one EAME event after the Worlds with an International Open in Eguzon, France a week after the Titles complete. We hope that after last years great success there, the event this year is again well supported and will lead to a further rejuvenation of Water Ski Racing within France.

Full National racing series have been continuing apace this spring and summer in Benelux, GB, and Austria, hopefully with good effect as many of the teams were preparing for the Worlds. Hopes are indeed high for some formidable performances from EAME skiers and a crack at some podium finishes and overall medals here in Belgium.

I have already acknowledged within the Region the tough job undertaken by Belgium for these Worlds in the current financial climate which has manifested itself since the LOA was signed for the event and which has seen the withdrawal of some very large sponsors, adding pressure on the respective organisers. I am equally sure that Belgium will come through with honours, reflecting their usual professional approach to major events hosted here over so many years. The 4 race venues offer contrasting race conditions which will be a test of all the teams' skill and endurance.

Antwerp and Gent also offer considerable tourist and cultural interest for non race days. As a Region may we congratulate all the organisers, sponsors and helpers for their efforts for the World Titles at this time.

EAME Racing Council is pleased to be associated in some small way with the Championships which I trust will prove enjoyable and successful to all.

Looking to the future, we hope to revert to a full 5 race series of Europe Cup events once more in 2010, when we also look forward to the next biennial European Championships, in regard to which there is a chance of a return to Vichy (venue for the French Worlds in 1993), or possibly an event in Cadiz, in Northern Spain—still to be confirmed.

Our IT specialist Pepe Escoda, has for some months now been working behind the scenes putting together with his specialist programmers in Spain a new version of the much acclaimed T2R race recording software, the first major rewrite in 10/11 years, which will bring much more functionality with split screen and many features which will only improve its efficiency. We had hoped it might be given some tests in parallel to the existing system here in Belgium during the Championships. But due to everyone's pressure of work it has been delayed a little---Watch this space.

I have already spoken to the Council about another technological leap forwards that we are evaluating here in EAME, which is a real time race recording system using transponders to produce true 3 dimensional accuracy, called ABATEC.

Pepe will give a brief presentation of the system principles at the Council meeting. Other motored sports in Spain are helping us in the development of this system at present to offset some of the costs, but it will probably cost some 50000 Euros over time to bring it to full operation (if viable) and we are exploring other sources of finance as we go.

It seems most likely that the facility will have far reaching potential value to many disciplines in Water Skiing, encompassing such areas as fitness training analysis and preparation, as well as race recording. I hope the presentation proves of interest and of value to our sport in the longer term.

In bringing this report to a close, may I once again thank all the members of EAME Racing Council for their continued hard work for the sport, and in particular Vera Van Den Bossche, our Secretary General, for keeping the paperwork up to date and flowing so well.

It is my understanding that our W.R.C. President of some 20 years standing, Glen Coles, is stepping down from that office at these Championships, and on my own behalf and on behalf of EAME Region, may I extend our sincere thanks to Glen for all his commitment

and support of the sport, and his valued advice and guidance to many of us. I know Glen is going to continue on the Council, which will certainly be for the benefit of all.

Mike Waterman
President
EAME Racing Council

Region Pan AM • Dusty Schulz

Participation has continued to fall in the US during the first half of 2009. Membership is under 200 racing members. This includes skiers, drivers, observers and officials. Many, many hours of discussion have not produced a viable solution to increase our membership.

The US world teams seem to be the only thing that holds the remaining members together. If not for the worlds and foreign competition, we may not be here at all.

The primary reason of lack of participation is economic. Our members simply need to focus on their personal financial situation and not be spending extra money to go racing. We have tried to reduce entry fees, but the cost of staging events with permits, sanction fees and insurance simply are not being reduced in conjunction with our reducing entry fees. The reduction of entry fees has not lead to increased participants.

US OPEN

The only sprint race in the US has been held for four (4) years in San Diego, CA. This year it will be held in Parker AZ on a portion of the course used in the well known Parker International Marathon, held on the second weekend of March. This three day Open race usually brings out more participants than usual, we just need to do a better job of keeping them involved the rest of the race schedule.

F-2 CLASS

Still a bright spot in our racing. About a dozen full time participants and all seem to be vying for a spot on the US F-2 Team. Good racing in this class!

F-3 CLASS

I am suggesting we try the class structure used by Australia. Instead if the various age classes racing together, perhaps a class structure using BOAT CLASSES would be more appealing to our potential participants. This proposal will be presented at the annual rules meeting in November 2009.

PAN-AM FUNDING

After the failure of my proposal of the "World Wide" raffle failed due to my lack of knowledge on the international rules and requirements involved in such fund raising, I have started, with the help of Jon Cole, what is called in the US a 501-c Non-Profit Corporation, to act as the overseer of the funds to be raised by raffling off a new car. The money derived from the fund raising is to be used as a stimulus for other Pan-Am federations to start ski racing as part of their programs and to be available to the US and Canada to hopefully expand their programs.
(See attachment on mission statement).

WORLD CHAMPIONSHIPS – 2013

Jon Cole & myself are considering staging the 2013 Worlds in Long Beach as a personal venture. We should have a "go or no go" statement by May of 2010. As you know, we staged a successful 2003 Worlds in Long Beach with good response from

the participants and it was financially sound.

CANADA

Louis Simard will give the report on Canadian Ski Racing.

Dusty Schulz	Louis Simard	Jon Cole
Pan-Am Racing Chairman	Pan- Am Racing Council	Pan- Am Racing Council

Louis Simard : Canada wanted to have two skiers here in Belgium. This did not work out because of the economical crisis and family problems, but they will come in 2 years' time. There will be a race in Quebec in the beginning of September.

Glen Coles asks how long the season is in Canada.

Louis Simard answers that it is two months, but that they had very poor weather the last two years. Luckily the weather for the Canadian Championships was excellent. They have some good skiers, but they have to go and train in Florida. They are working on good ski races in Canada.

Dusty Schulz : they train in Florida, so a fund could give them a grant to train in California to have a long season.

Region A/A ♦ Gregg Dutton - NZ

He will send in his report.

The main change is the economic situation. Boats are still being sold and there are still enthusiasts.

Meryl Lee

Australia is justly proud of the development of Ski Racing since the formation of SRA. There has been a steady increase in membership to the point that it appears we have as many members as the total of the rest of the world.

Climate (we have a 10 month season), our waterways and the structure of our sport contribute to our success. Ski racing in Australia is essentially a family sport. We make provision for all classes of engines and age groups. The introduction of 60MPH and 70 MPH has resulted in attracting new members.

We continue to focus on Junior Development as well as holding a variety of races to provide a training ground for our elite skiers. In 2008/09 SRA underwrote a promotion program which provided us with both free to air and pay TV coverage for the seven classic races and state championships. This resulted in TV exposure 3-4 times a week for several months.

I wish to express disappointment at the way ski racing in Australia was portrayed in correspondence and on some websites. Yes, we do have some fast racing but the majority of ski racing in Australia is circuit racing to IWSF Rules and on World Championship type courses. The boat and crew play an important part in any type of conditions. It was not fair to be portrayed as boat racers and not ski racers. Australia wishes to confirm their bid for the 2011 World Championships.

Ann Procter thinks the races are fair and that not having to have a big boat or racing gear attracts families.

Dusty Schulz asked if ski racing in Australia is profit or non-profit and how they are funded.

Meryl Lee replies it's all non-profit. They are funded by membership, sanction and promotional fees. Dusty Schulz wonders if a raffle could be organised.

Competitor's Representative ♦ Ann Procter

At the Long Beach meeting I reported that I was having trouble contacting the competitors. I requested that all regions forward a representative of their own that I could contact. I only received 2 names, Kim Lumley and Peter Swinnen. It has been great to have these contacts, before making any vote I can rely on the people to give me feedback, so I can make a vote that is from the competitors. It would be great to have some more contacts from the other regions so whom ever holds this position will always have contacts from all around the world.

POINTS FOR DISCUSSION

THE POINTS SYSTEM

The 1000 points system is always up for discussion, however not many other systems are used around the world. In Australia we use many systems so I have provided a summary of other systems so perhaps other countries could start trialling them if they are not happy with the 1000 points system.

MASTERS CLASS

This has once again been brought up for discussion by a competitor.

RULE 3.03

I think we all agree this rule needs further discussion.

RULE 5.01

Competitors have requested that this rule be simplified so there is no gray area.

Ann Procter – Athlete's Representative.

CHIEF JUDGE'S REPORT by Ted Hofmann

Wednesday, July 22, 2009

Good Morning,

I would like to thank the Racing Council for the opportunity to be the Chief Judge at these World Championships.

I would also like to mention that we have a good group of judges working at this event.

We do need to stress that the judges are to be independent of their country's teams. The idea is to be impartial judges, judging at a World Championships for all of the competitors, and race within the spirit of the rules. We race differently throughout the world, and we all need to compromise to race by the 2009 IWSF Rulebook.

During scrutinizing, we did have a boat length problem. The newer Bernicos were too long in the opinion of the one scrutineer. I did agree with the scrutineer.

Also, two F-2 boats were disallowed due to the age of their engines.

We held the first race at Gent on Sunday. There were approximately 11 warnings issued, and 2 protests, which were each disallowed.

The second race was held at Genk on Tuesday, July 21. There were approximately 8 warnings issued with no protests being filed.

Many of the warnings were regarding the raising of the hand for a fallen skier, and acknowledgement of the yellow flag. (I had asked the Captains in the Team Captain's Meeting to have their drivers or observers acknowledge the yellow flag by raising a hand for a few seconds, along with acknowledging a fallen skier.) There were 3 warnings on loose tow lines. Some calls were on changing lanes in the turns, following too close (which is a result of canal racing), or crossing behind, which results in an argument between Jury members. (Something in the rulebook which needs to be clarified)

Recommendations:

Boat length rule needs to be clarified.

Confirm passing or crossing over rule for future racing.

Flaggers need to be supplied by the organizers. Judges should not be flagging.

Lengthen the race day. The program, racing at 1PM, 2:30 PM, and 4 PM, is not practical.

Time must be allowed for proper discussion regarding calls made by judges.

The Jury must have a designated meeting room, with fewer disruptions and less noise.

The National Anthems should be played at the podium ceremonies.

Results need to be posted on the internet as quickly as possible. We are not in competition with skirace.net, but we need to be comparable with the posting of results.

Thank you for this opportunity,

Respectfully submitted,
Ted H. Hofmann

Moved Dusty Schulz

Seconded Mike Waterman

That all reports be accepted.

Carried

7. Matters Arising from Reports ♦ **Covered above**

8. Presentation by Pepe Escoda

Pepe Escoda reported on a new race control system with interesting new technology and an update of our software that is now 10 years old. This new system, LPM (Local

Position Measurement), operates in real time and can define the 3D position of objects. It is most accurate in measurements of speed that are too fast for GPS.

A master antenna, operating on an autonomous 1 day battery system, sends a signal to objects fitted with transponders. The more transponders, the more real time info. This signal then goes to other antennas providing XYZ positioning and speed measurements in 1000/sec. The systems operate in cubes/blocks. This is more complicated on a big surface. It does not work on open sea.

The 3D option is more expensive but 2D would suffice. Where it is possible to have 2D, we can get positioning in real time.

On the beach, only one laptop is needed, as all is wireless. For 1D, which is sufficient for time keeping, a master antenna is needed. For 2D we would need a master antenna and a few others, minimum 2. The range is 500 meter. The finish line is also calculated with software. Antennas have to be on fixed points to accrue positions by triangulation.

The system was tested at the Red Bull air race to track the air planes, and feeding the data to a website in real time. Pepe Escoda also performed a test of the system in Austria, with a transponder on the helmet, on the back of the skier and in the boat. The helmet worked best because it was at a higher point. He suggests doing more tests. This generation has only one way communication, meaning information goes from the skier to a laptop. With the next generation feedback will be possible, meaning this can be just for warning signals etc.

Dusty Schulz : so with 3 lights on the boat, we could give real time penalties for being too close etc ?

Pepe Escoda : yes, that is possible.

A person in Barcelona is helping with updating our software for this next generation and we are putting some money towards development. We would like to have one web based system that can be used by everyone through a secured website. We should invest this year in software to be ready.

Vera Van den Bossche : EAME invested 5.000 Euro in the development.

The new race control system has different screens. It runs manually or it can be linked to another system like the one from Abatec, that feeds information. It can be used to post on a server or sent to TV. This system can help with Blue Flag automatic detection also. The issue with the Abatec system at present is the cost. So we are looking for more options, also in other sports. Abatec asks for 50.000 EURO to come to Barcelona for another test with a 2D system : if we buy the system this is refunded ! Pepe Escoda suggest waiting for next generation, as that will be cheaper and have two way communication. The transponder will also get smaller.

Glen Coles : what about the system used by VA Supercars, with small transponders for timing etc, even when going 280 KM/h and giving 3D ?

Pepe Escoda : there are mixed systems. A GPS connection is still being used as it is cheaper. It is good for speed, but not when measuring per 1000/sec. It is mixed with laser systems and gives cruder data.

Dusty Schulz : why do we have to replace our system ? And how many boats will this handle?

Julius Leysen : we need this for the future. You can track and replay. And if you can put the information on a big screen like with car races, everyone can follow the race in real time, and that is better for the spectators.

Pepe Escoda : this system is new, not depending on human ability. It can handle many boats.

Dusty Schulz : you would need a long time to set this up !

Pepe Escoda : normally it only takes ½ hour.

Glen Coles : it needs to be waterproof and high impact proof.

Pepe Escoda : the new software will run on all platforms on an independent web system. Yesterday's course would have needed 4 or 5 antennas, and a transponder on every

skier. The future might be “transponder helmets” so the transponder is protected and your head is protected from interference.

Meryl Lee : could it be used on Botany Bay ?

Pepe Escoda : probably just for timing. Or you could cover turnings only, not the whole track, and do timing.

All agree the system would work on a canal or a river but that it's not sure that it would work on larger surfaces.

Glen Coles : so only the cost and the range are negatives, all else is positive. We should move with the time, and accurate placing of skier and boat is a real good thing.

Dusty Schulz : so then with 3D we can eliminate judges ! No more hours of discussion about possible penalties.

Pepe Escoda : with 2D high quality judging is also possible. The expected time frame is 2 years. Formula 1 staff can plug into this instead of moving around to every new site.

Ted Hofman : we would need to clear up the rulebook !

Pepe Escoda will send pictures and information to the members of the council.

Dusty Schulz : so you could set up an accurate course with this, placing the transponders on buoys etc.

Mike Waterman : this is already being used in other sports.

Dusty Schulz : what reduction in cost is to be expected ?

Pepe Escoda : I would wait until the price drops to 15.000 EURO. The system can also be rented for a race, e.g. by Red Bull does this. Right now the 500 m is still a limitation.

Glen Coles : digital telephone uses big antennas that have a bigger radius.

Pepe Escoda : in the future WiMax will replace WIFI, going to 5K.

Glen Coles thanks Pepe Escoda for his very interesting presentation.

He wants this item to be put on the council agenda permanently.

9. Agenda Items

8.1. Rule 5.01 Clarification & possible rewording ♦ Chairman

Glen Coles : at the current World Championships, there was a problem with boats measurements not complying to current rules. The ruling was passed on to the Chief Judge and then discussed with the EAME Racing Council. This resulted in a letter allowing these illegal boats into the race, because not allowing them would be disastrous for the present Championships. The Council decision was that they should be re-measured for further entry to comply to the current IWSF racing rules. There was a reply from Nico Bertels from Bernico, suggesting a different measuring system.

Rule should be made very clear to avoid future problems.

Glen Coles : our measuring system is international, it can remain. But we could add that all plans for new racing boats that intend to compete in racing championships should be send to Racing Council.

After much discussion it was resolved that Dusty Schulz would contact relevant boat manufacturers and ask for their input into Rule 5.01. They would be given 90 days to respond.

8.2. Rule 5.12 (g) – throttles ♦ EAME

Electronic throttles should be included in the rules.

The new environmentally friendly boats all come standard with an electric hand throttle system. We don't want to see a hand throttle on a race boat. We have to see what system we will allow in the future for the electric throttle system. There is a system that works perfectly, even now in boat 31. It's an off-the-market system,

putting an arm on the system and connecting it to the foot throttle. Julius Leysen would like to have such a conversion in the rules.
Dusty Schulz suggests that Ted and Greg have a look at boat 31 to check if all is OK.

It was resolved that we need to amend the rule to allow conversion to a foot operated system.

8.3. Rule 3.03 ♦ Chairman

Glen Coles : only in the EAME area they have a problem with making up teams. They want to make the teams by the nationality of the skiers.
At Long Beach we decided not to alter the rule. There only was an exception for countries that enter the World Championships for the first time, and then at the request of their Federations.
Julius Leysen explained why EAME was making requests for exceptions. We would like to have an exception when they can prove a team has been together for e.g. three international races.
Ann Procter's said she thinks what is allowed for one should be allowed for everyone.
Glen Coles received letters from Pan Am saying they do not want the rule changed.
Glen Coles asked: should we then only have a one-off exception when a Federation enters for the first time ?

Mike Waterman wants to simplify the rule, Dusty Schulz understands the EAME problem.

Moved Mike Waterman Seconded Dusty Schulz

That the nationality of the skier determine the nationality of the team

Julius Leysen wanted to have an amendment "subject to that team having participated in at least 5 (inter)national races, with an application letter from their Federation supporting this".

The mover and seconder agreed to the amendment being the motion

Votes for the motion : 6 against, 3 in favour, 1 abstention.

Motion lost no change..

8.4. Rule 3.04 ♦ EAME

Mike Waterman says we are aware of the difficulties that the insurance rule creates for host nations and competitors, and wonders if the Australian insurance system, that seems to be first class, would consider associated cover in other countries. He will look into this.

Meryl Lee will find out what the insurance amount will be for the next World Championships. This year they had to negotiate an extension beyond Australia and New Zealand whereas in previous years the cover was worldwide excluding USA & Canada.

John Cole and Kuno Ritschard have discussed the IWSF insurance situation to put together a world wide liability. Adding the word "Racing" seems to make it harder to organise !

Glen Coles thinks we should be notified 6 months beforehand if there are any problems with the insurance within the organising country and we should write to the IWSF to alter the Obligations this way. Meryl Lee will take care of this.

8.5. F2 Rules ♦ Chairman

Meryl Lee is happy with the present situation. It was suggested that you can only win once in a class, then you have to move up to have a progression. There are plenty FII, hardly any FI. It was generally agreed that this was not practical.

Greg Dutton asked if all engines were sealed at the present Worlds and Julius Leysen confirms this has been done. Greg Dutton also asks why the engines aren't checked after every race. Julius Leysen argued that it will be obvious that the seal is broken, no matter after which race, and then the boat will be disqualified from the whole competition.

Glen Coles advised the meeting that this should be carried out according to the rulebook.

8.6. Fixed penalty concept ♦ EAME

Meryl Lee advised that this was discussed at Long Beach and it was agreed to make no changes.

Dusty Schulz thinks variables are needed, the same error can be minor on the open sea and dangerous on a canal.

8.7. Minimum age for Juniors & Observers ♦ EAME.

Moved Dusty Schulz Seconded Glen Coles

That as Items 8.7 up to 8.12 were discussed 12 months ago and it agreed there would be no rule changes for 2 years we skip these items.

Carried

8.8. Race Duration ♦ EAME

8.9. Helmets ♦ EAME

8.10. Certification of skier, driver & observer equipment ♦ EAME

8.11. 1000 points interpretation ♦ EAME

Vera Van den Bossche asked if 1000 points would be awarded if the winner incurs a penalty. Meryl answered that the 1000 points would be awarded as per the rule book.

8.12. Role of Stewards ♦ EAME

Glen Coles says the alterations to the rule book are in force at these world champs and suggests to give it a go and see how it works out.

8.13. Racing Council Website ♦ A/A

Meryl Lee : www.iwsf.com/racing has just been established and Cheryl Ruston, the USA secretary, is the webmaster. We have to organise the information to put on the website. Ann Procter could ask input from the competitors. It should be the responsibility of the regions to establish links and send information to the website.

8.14. Procedures for approval of bids for World Championships

Glen Coles : a procedure is in place that the bid is presented to the World Racing Council. For Belgium, the bid was put to the Congress before it had been finalised with the council. In future all bids should be submitted to council for approval before going to congress.

8.15. Waiver for World Championships

Dusty Schulz would like to make the waiver written by John Cole a part of the bid document, including Sid Adriaensen's adjustments.

Everyone agrees it is a very strong waiver that is not likely to be challenged in court.

Moved Dusty Schulz **Seconded** Glen Coles

Waiver to be sent to Gill Hill to be included in the bid document.

Carried

8.16. Future bids

Glen Coles : there is a bid for 2013 from the USA.

Dusty Schulz comments that they can certainly handle the organisation at Long Beach again, no matter how the USA Water Ski will be organised internally by then.

Meryl Lee : Australia wishes to resubmit the bid presented for 2009. However, should a problem arise re the venues we wish to be given permission to submit other venues for approval. There is big project going on at Botany Bay so there is no certainty yet that the Championships can be held there. It was agreed that Australia resubmit their bid by 31st August and were given permission to change the venues up to 12 months before the Championships
The council accepted the bids.
No bids for 2015 yet.

8.17. Election of Chairman and Secretary General

After 20 years, Glen Coles is standing down as Chairman.

Meryl Lee : has been asked to express appreciation to all his work as Chairman.

Dusty Schulz : PanAm would echo those thoughts and appreciates his efforts and leadership.

Mike Waterman put this in his report.

Glen Coles says he did it for that long because he enjoyed it, making friends all over the world. He might be retired and a lot richer if he hadn't, but less a lot of friends. He thinks the competitor should always have the advantage. He thanks the Council for their thoughts.

There is only one nomination for Chairman : Dusty Schulz, who is declared the new Chairman. Glen Coles will continue as Chairman until the end of these Worlds, consulting with Dusty Schulz on everything.

Glen Coles will continue to assist Dusty Schulz for at least two more years. The Region President of AA asked him to stick around, and he will do this for at least four years.

There also is only one nomination for Secretary General : Meryl Lee, who would like to continue in this function and is re-elected. Glen Coles thanks her for her efforts. Ann Procter was re elected unopposed at the competitors meeting.

8.18. General Business

Glen Coles says our athlete's representative, Ann Procter, does a lot of work. The IWSF has not yet arranged any funding for Ann to be here at the meeting. Glen Coles believes we should provide equal conditions for Ann as for the other IWSF Racing Council members.

Moved Glen Coles

Seconded Vera Van den Bossche

Funding for Ann Procter be equal to other members

Carried

Glen Coles : a percentage of the cost of an economy air fare is covered and claims should be send to chrishowarth@yahoo.com.

8.19. Masters' Class

Glen Coles wonders where to fit these in into the current Championships.

Meryl Lee : believes it is a IWSF Policy that this class be part of the World Games. It was resolved that this class should not be added at this time.

10. To discuss any other necessary business

Mike Waterman : a scrutineer suggested some of the Formula II boats should be measured just like the Formula I. Dusty Schulz and Glen Coles say that is in the rules, so that should happen.

Ted Hofman asked:if the cubic capacity of the motors was going to be measured ? Julius Leysen and Vera Van den Bossche advised that this will be done after the last race, as it was done in New Zealand.

Dusty Schulz then presented his proposed list of duty specifications for members of the council.

See attached document.

There being no other urgent business the Chairman closed the meeting at 17.30 h, thanking all members and invited guests for their work and input to matters discussed.

Meryl Lee
World Racing Council Secretary

Glen Coles
World Racing Council Chairman

Next meeting: ??????