



## Minutes of ISSA Annual General Assembly 2019

Date: Thursday, 14.11.2019, 19:30  
Location : Strandzeilvereniging Terschelling, Aan de Badweg 5a, West aan Zee,  
Terschelling, Netherlands  
Chairman : Yann Demuysere

### Members present:

Waldemar Konopka (G), Manfred Nielsen (G) , Yann Demuysere (B) , Nathalie Devigne (F) , Kay-Enno Brink (G) , Frederic Brillaud (F) , Jeroen van Abswoude (NI) , Dominique Pageot (F), Alfred Valkering (NI) ,François Garnavault (F) , Chris Miedema (NI) , Bartjan Rietdijk (NI)

1/Yann opens the General Assembly and welcomes the ISSA members attending the meeting.

2/The current ISSA board has a mandate until 31<sup>st</sup> of December 2020. A new ISSA board needs to be elected at the EC 2020 in Camiers, France.

ISSA received following temporary applications with validity till 31 December 2020:

**Morgane Floch**, applying as women interest representative at ISSA

**Bartjan Rietdijk**, applying as pilots representative for the Netherlands

**Kay-Enno Brink**, applying as ISSA board member, replacing Thomas Leonard

The General Assembly unanimously voted positive for all 3 above mentioned candidates.

Those 3 new functions are in accordance with the actual ISSA constitution. Actual constitution is in French. We are working to have an English version of the constitution.

3/The General Assembly supports the request of an majority attending members that minutes of all General Assemblies need to be recorded and mailed to all ISSA members.

4/Yann informs about the Asnelles Project which is promoted by François Garnavault and his local club. One of the aims is to boost participation of the STANDART Class in the Euro Cup Event 2021 at Asnelles and to attract more BLOKART pilots to the Asnelles event. Long term goals remain the years of the Olympic Games 2024 (France) and 2028(USA).

5/The actual situation of the 10-spoke back rims is discussed (type KITE). SEAGULL actually has a current stock of 65 rims with a bearing diameter of 42 mm (those are the actual authorised rims). French pilots tested the new rims with a bearing diameter of 47 mm which are considerably lighter than the current rims. The new 47 mm rims are advantageous when accelerating, but less good when inertia is needed to overcome temporary additional drag.

German pilots are claiming the possibility to test the new rims, as promised by ISSA. It is assumed that the 47 mm new rims need to be approved and introduced in the STANDART specification.

The actual (42 mm) and the new rim design (47 mm) will comply with the STANDART specification and both accepted in the future. The date of the introduction of the 47 mm bearing rim is not specified.

The "old" back rims type "Grimeca" 3-spoke and the 5-spoke rims will be suspended from international racing on the same date of the introduction of the new rim (47 mm). The official demand of ISSA to FISLY needs to be done to get the changes ratified into the ISSR of FISLY.

6/The technical specification of back wheel covers is discussed and will be introduced into the STANDART specifications after further investigation/discussion. It is agreed that a back wheel cover rule need to be worked out in a way that rims can be scrutinized in an easy way (for example by using transparent covers or by inspection holes in the covers so that bearing and spokes can be checked in a proper way).

7/For safety reasons, mandatory feet pedals could be prescribed in the STANDART specification. Kay-Enno Brink will contact Kevin Mingot to discuss further on the technical requirements. The date of introduction needs to be planned. Actual prototype of Kevin Mingot looks good and needs to be tested outside the French circuit. Actual rules tell us that feet pedals are allowed but it is not described how they should look like.

8/Yann proposes that ISSA can have various measurement tools so that scrutineering of the actual STANDART spare parts can be done in a more appropriate way. The assembly gave their approval for the purchase of the needed equipment.

There is no need to create a small ISSA spare part kit (with e.g. inner tubes, bolts, nuts...) to help the pilots on the field when they have no specific spare parts available.

9/ It is expected that BLOKART-pilots will set up an official pilots association within the FISLY.

Yann described two possible options to include the BLOKART within the FISLY.

-Full integration of BLOKART into the existing ISSA (new constitution needed).

-Introduction of a new MONOTYPE pilots association having a separate ISSA-Standart and BLOKART identity. (parity 50 % for both Classes in the new Monotype pilots association). (no new constitution need for ISSA).

The majority of the assembly voted against the full integration of Blokart into ISSA and has no support of the assembly for the implementation of a new MONOTYPE pilots association.

There is a general understanding stand ISSA should remain individual and not associated with other possible classes.

Yann is allowed by the general assembly to give this personal expertise to other pilots associations in order to get them better organized.

Notes done by: Kay-Enno Brink, 29.11.2019