

American Power Boat Association
Stock Outboard Category Meeting
107th Annual Meeting
Detroit MI. January 25-29, 2011

I. Call to Order

II. Opening Ceremonies

- a. Pledge of Allegiance
- b. Invocation
- c. Moment of silence for members who have passed away in the last year

III. Oath of New Commission Members

Do you and each of you solemnly swear or affirm that you will faithfully discharge the office of Stock Outboard Racing Commissioner and that you will uphold and defend the By Laws of the American PowerBoat Association and the Racing Rules of the Stock Outboard Category so as you would answer unto God? If so, say 'I do'.

IV. Roll Call

Troy Gladkowski -
Alex Poliakoff -
Tom Johnson -
Jeff Scheffler -
Howie Nichols -
Jeff Brewster -
Tammy Dawe -
Kyle Bahl -
Steve Wilde -
Dave Anderson -
Scott Clark -
Matt Dagostino -
Dean Sutherland -
Don Allen -
Jeff Conant -

V. 2010 Chairman's Report

VI. Appointment of Committees

OMC Tech Committee: Brent Backus
Mercury Tech Committee: Steve Wheeler
Tohatsu Tech Committee: Alex Poliakoff
Hot Rod Tech Committee: Cooper Jess
Sidewinder Tech Committee: Ed Runne
Yamato Tech Committee: Scott Clark
Boat Tech Committee: John Runne
Inspection Manual Committee: Brian Trolan
Championship/Awards Committee: Tammy Dawe
Promotional Committee:
Parity Committees:
A Class Steve Wilde, Jeff Scheffler, Ed Hearn
D Class
20SS Class Troy Gladkowski, Don Allen Jr, Ed Hearn
Manufacturer/Supplier List Committee: Mike Ross
SO Secretary: Mike Ross
SO Chief Inspector: Tom Johnston
SO Chief Referee:
So Chief Scorer: Jill Glossner

VII. Approval Of Annual Meeting Agenda

VIII. Manufacturers' Reports

- a. Yamato- Ric Montoya

- b. Hot Rod/Sidewinder- Ron Selewach

- c. Bass/Tohatsu- Neil Bass/Alex Poliakoff

- d. Mercury-

IX. Old Business

- a. Approval of Minutes from 106th Annual Meeting 2010.

b. Approval of Decisions of Race Committees and Referees for 2010.

c. 2011 Championship Reports

i. 2011 Winternationals, Puddingstone CA or Bakersfield, CA

ii. 2011 Short Course Nationals, Aug 1-6 Wakefield, MI

Loan of \$6000 to BSOA

iii. 2011 SO Marathon Nationals Aug 13-14-Indian River MI

iv. 2012 Winternationals, Ocoee, FL

v. 2012 Short Course Nationals, Grass Lake, MI

vi. 2013 Short Course Nationals, Rainbow City, AL

d. Approval of 2010 Awards.

Hall of Champion Inductees

1. Andrew Tate
- 2 J Michael Kelly
3. Donny Allen III

Gerald Waldmen Award: Billy Simmons

Henry Memzies Award: J Michael Kelly

Rookie of the Year: Michael Wright, Region 12.

X. New Business

a. Bids for Short Course National Championships

b. Bids for 2011 Divisional Championships

i. Short Course

Northeast -Lock Haven, PA – June 11 & 12, or Wells NY June ?

Southeast –
Central – Depue II. June 25th & 26th 2011
Western –

ii. Marathon

Central-

c. Bids for North American Championships

d. Bids for future Winter Nationals

e. Bids for other Future events

f. **2011** Stock Outboard Promotions

i. allocating of stock outboard promotions money for AV/internet
broadcasting equipment

2011 Budget

\$
\$
\$
\$
\$

Total

2010 SO Promotional Budget for reference

\$500 Banners- Discussion Regarding Design

Trailer Stickers (New Style more like banner or keep the same OVAL one in a couple sizes?)

\$6,500 - 2010 Nationals Video and DVD's

\$2500 Hydorracer Ad and Press Releases

\$1000 – Web Maintenance

\$3,500 Website

\$14000.00 Total

g. Stock Outboard Rule Changes

i. Records-

- a. Last year Race Management passed a new General Racing rule allowing 1/4 mile speed records. The categories now need to review this and make a decision if these records will be allowed in your category. The rules now in place do not allow for 1/4 mile speed records. Please review your rules on records.
- b. Grandfather/adjust records in classes with technical or other changes.
- c. Permit 1/2-mile records to be eligible for HOC points.

ii. Starts

Rule 9 page 37 of the rulebook states that “all races shall have a photographic start”. The last sentence states,” In the event of a camera or film failure, the referee will, with the assistance of the Race Committee, render the necessary decision”. I felt that the rule should be changed to read, “At nationals and divisional races the heat should be rerun in the event of camera or film failure”. This would eliminate the problem that occurred at Ocoee last spring.

iii. Red & Yellow Cards

Better Detail for yellow cards (general racing rule #19-1). Define behaviors. Swearing? physical altercations? yelling? What behavior could result in immediate red card? behavior at discretion of referee

iv. Overlap rule

: The SO, MO rule should read the same as the PRO rule.

Recommendation: Adopt the PRO wording found in para 3.C. which describes SAFE LANE.

Age Requirement for DSH

- v. Sixteen is the min age for: 750MH, 750MR, 250MH, and D Stock Runabout. The min age listed for D Stock Hydro is eighteen. In light of these other Classes and the speeds they run, why can't the same rationale be applied to D Hydro?

Recommendation: Set the min age at 16 for D Stock Hydro.

h. Safety Rule Changes

To: APBA Safety and Rescue Committee
All APBA Category Chairpersons

As we prepare for the upcoming APBA annual meeting, there are several suggestions I have collected over the past year that require the consideration and discussion of our committee; and those categories effected. I hope each of you understand how important your participation is to the success of this group and the well being of our participants and the organization as a whole. My thanks to each of you for your continued service and support.

A. Items of business regarding the committee:

- The APBA Safety and Rescue Committee remains unchanged except for the addition of Bob Moore, representing the Vintage category. (see attached roster)
- We will follow the same meeting schedule in Detroit that we used last year:
 - o Thursday: 8:00 - 9:00am *Preliminary Mtg. / All Racing Commissions

- Saturday: 7:30 - 11:30am *Safety and Rescue Meeting
- Please let me know if you will be in Detroit for the Safety and Rescue meetings.
- If anyone has safety concerns for committee review, please let me know ASAP.
- If anyone has any items for the meeting agendas, please let me know ASAP.
- Reminder – all committee members are required to be APBA members!
- We need input back from the various Racing Commissions as we consider these changes.

Also, the APR Superleague group is looking for a capsule so that they can provide training at early season events. If anyone has a capsule that can be donated, they have a group willing to do whatever work may be necessary to get it ready. Please let me know or contact Sam Winer (304-771-0061) or Sherron Winer (304-771-0060) to make the necessary arrangements.

** Please Note – In several of the following proposals I indicate a General Safety Rule and an Inboard rule to be revised. The Inboard category incorporated the GSR’s into their rules several years ago and I want to be sure that (if approved) both get changed to prevent errors or confusion.*

B. Safety proposals for Committee review:

Proposal #1: Addition to APBA capsule training criteria (see attached)

Proposal:

Add new APBA Approved Capsule Training Criteria #1 that says:

1. Capsule training can only be done in swimming pools; and never in lakes, rivers, reservoirs or any other public waterways.

Explanation:

There was a near tragedy during a capsule training session in Chattahoochee, FL back in May. The problem was that the training was done in the Apalachicola River where visibility and the river current were issues. Brent Dillard was turned over next to a long dock and he came up under that dock. It was nearly 60 seconds before Brent was able to find his way back to the surface and he was nearly 50’ away by that point. There was only 1 diver in the water and he had no idea what happened. Only because of Brent’s athleticism and incredible calm, was a horrible tragedy averted. I realize this could create a hardship for some driver’s needing training and the best answer I could give to that is that those drivers will need to plan better before the start of the season.

Effective Point: Effective immediately.

Proposal #2: Lifejacket / Kevlar certification requirements from manufacturers.

Proposal 2(a): Add sentence to the end of APBA General Safety Rule 3.B.2.a / Inboard Rule 3.6.2 to read:

a) Effective 11-01-11, all life jackets must be re-certified by the manufacturer (a minimum of) every three years; and may not be used 3 years after the actual date on the life jacket label.

Proposal 2(b): Add new APBA General Safety Rule 3.C to read:

C. "Kevlar" style protective suits for unrestrained drivers:

1. All suits (sleeves and pants) must have a permanently affixed (sewn in) manufacturer's label indicating:

- a) Date of manufacture or the date of certification. Effective 11-01-11, all "Kevlar" style suits (both sleeves and pants) must be re-certified by the manufacturer a minimum of every three years; and may not be used 3 years after the actual date on the suit's label.
- b) The manufacturer or recertifier's company name.

Explanation: A few years ago, APBA took the position that responsibility for a driver's safety equipment should be each driver's responsibility. Unfortunately, some driver's have not assumed that responsibility and are using equipment that the manufacturers might possibly deem unsafe. At this point we have, in effect, placed the responsibility on our Inspectors. This proposal puts the ultimate responsibility back on the manufacturers, who truly are the experts.

Effective Point: Effective 11-1-2011.

Proposal #3: Helmet colors

Proposal: Revise APBA General Safety Rule 3.A.1 and Inboard Rule 3.5.3 to read: ***For participants in restraint cockpits, it is MANDATORY that a majority of the helmet be painted with a fluorescent yellow, red or international orange color. There is no specified area, but the helmet must be of a bright color so as to be clearly visible in the water. (remove 2nd sentence.)***

Explanation: Paint jobs on helmets (for unrestrained and restraint capsule participants) have gone beyond what was ever intended. Following an accident, it doesn't matter if a participant in the water came from a restraint capsule or an open cockpit boat... he / she still needs to be seen by racers, divers, rescue and salvage personnel. All drivers should be wearing bright orange / fluorescent color helmets.

Effective Point: Effective 11-1-2011.

Proposal #4: Helmet certification

Proposal: Revise APBA General Safety Rule 3.A and Inboard Rule 3.5.2 to read:
A. Helmets must meet the specifications set forth by any of the following:
~~Department of Transportation~~, American National Standards Institute, Inc.,
Snell, or military specification helmet designed for military aircraft — Mil-
Spec helmets (CGF LA100, LH050, LH150, LH250; Gentex HGU84P) and
Peltor helmets (Rally Pro Helmet EN ECU 04 or 05) are acceptable.

Explanation: Eliminate helmets certified solely by the D.O.T. because it is the opinion
of many experts have stated that these helmets do not provide the
protection our participants require.

Effective Point: Effective 11-1-2011.

Proposal #5: Helmet expiration limits

Proposal: And new APBA General Racing Rule 3.A.3 and Inboard Rule 3.5.6 to
read:
***Helmets may be used for a maximum of 15 years (from the date of
manufacture), or until deemed no longer safe.***
**** If using the Snell certification label (without a manufacturing
date label / stamp), helmets maybe used from the current cert. label,
as well as the two previous labels. Snell labels are issued every 5
years, therefore once the 2010 label was issued, 2000 / 2005 / 2010
labels were acceptable. In 2015, the 2000 labeled helmets will have
expired.***
***Note: Helmets should be returned to the manufacturer or retired any
time an accident results in a significant blow to the helmet.***

Explanation: Helmets do not have an infinite life. UV, water, sweat and accident /
handling damage all effect the ability of the helmet to do what it was
designed to do. Again, we have placed the responsibility on the Inspectors
to determine what is acceptable. After 15 years, helmets need to be
retired.

Effective Point: Effective 11-1-2011.

*Proposal# 6: Revise APBA General Safety Rules and Vintage & Historic Racing Division rules
and require the Vintage and Historic Division to follows all APBA General Safety Rules.*

Proposal:
a. Revise opening paragraph of APBA General Safety Rules to read:
"Due to the many different characteristics of APBA events, the APBA General
Safety Rules do not apply to the Unlimited Category, Offshore Category, and,
WITH THE EXCEPTION OF VINTAGE, Special Events."

- b. Vintage Safety Rules will be reviewed to revise / delete any rules that are repetitive or superseded by the APBA General Safety Rules.

Explanation:

The Vintage boats are (in most cases) former Inboard, Outboard, OPC Unlimited hulls that raced in the past. These boats are still capable of racing speeds. The hulls, equipment, drivers and events should be handled as though it is an actual race; since the consequences are exactly the same. *This will also serve to clarify that ONLY category “A” and “A-100” life jackets may be worn in non-capsule Vintage boats.

Effective Point: Effective immediately.

Proposal #7: Clarification of Inboard and APBA General Safety Rules on life jackets:

Proposal: Revise APBA General Safety Rule 3.B,2,c and Inboard Rule 3.6.3:

“A-100” For use in an open and unrestrained cockpit. ***It is mandatory for all boats where speed may exceed 100mph; and may also be used where a Category “A” life jacket would be acceptable.***

Explanation:

This proposal is for clarification only. The maximum boat speed wording in the current rule (“For use in an open and unrestrained cockpit. Maximum boat speed is 100 mph or greater”) could be confusing.

Effective Point: Effective immediately.

i. High Point Awards or Hall of Champion Awards Changes

j. Inspection or Inspection Manual Changes

Tom Johnson to report. A special thanks to Tom Johnson and Brian and Tracy Trolian for their effort to accomplish this tedious and timely task

k. Class or Engine Technical Changes

1. A Classes

i. Proposal

Existing rule #3

The mounting of a fuel tank to the engine or steering bar is prohibited.

Delete or Change to

The mounting of a fuel tank to the engine or steering bar is permitted as long as no modifications are made to the engine (i.e. drilling extra holes, ext and is done in a safe matter.)

Rationale

1. The four ¼ X 20 grade 8 bolts holding the steering bar are plenty strong enough to hold a tank.
(See attached tech specifications on the bolts tensile strength)
2. It allows the driver more room in the boat and is easier than making a tank around the boat design.
3. Now that the sidewinder is a legal motor in “A” class and is allowed to use a steering bar tank and the OMC should have the same exemptions.
4. This rule was put in place by the manufacture over 20 years ago not for safety but for aesthetics
5. The steering bar tank has been run in Canada for the past 5 seasons with no problems or concerns and is NOT a performance enhancement of any kind.

Proposal #2

It should be permissible to replace the four OEM power head to steering bar bolts with studs and nylon locking nuts if desired.

Rationale

This would save wear and tear on the block threads from removing the bolts whenever it is required to service the power head. Thus save having to wire the bolts for safety.

This should remain an option to the owner on what system he/she prefers as long as similar materials are used (i.e. stainless steel)

ii. **Proposal:** Allow any kind of gear case bolts for attaching the gear foot to a Johnson or OMC engine. Rather than the factory supplied bolts.

2. B Classes

- a. Decrease the minimum combustion volume for the Sidewinder 15H engine by 1.0 cc.

3. C Classes

- a. Technical or other changes necessary for parity.

4. D Class

1. **I would like to propose a weight reduction to the DSR class to 500 lbs.** This would only be a fifteen pound reduction

Statistically, DSR is the least-lively class in terms of participation. During the 2010 season, only three participants entered in one race (with one exception). (Source: APBA 2010 on-line high point page) With the combination of composite and natural materials becoming more popular, I feel this could be an opportunity to help revive the class.

3. Elimination of full butterflies in the Tahatsu D motor

Replacement of the factory installed throttle plates (butterflies) is complicated by the fact that the screws in most foreign carburetors are not sold separately. These factory installed screws are flared so they will not fall out. Removing these screws to change the butterflies damages the threads of the screws and the throttle shaft. There is question regarding the need to replace the factory butterflies with solid ones. The wording in paragraph 5, requires the throttle to automatically go "closed" when released. Kill switches are installed to kill the engine. Back in the olden days there was no kill switch requirement, hence the 'solid butterfly' rule. If an incorrect or damaged screw is used it could fall out and damage the engine. Or worse, it could cause the throttle to jam. The need for solid butterflies no longer exists. The rule is a carryover from the days before kill switches.

Recommendation: Eliminate the second sentence in paragraph 5.

3. Tohatsu Motor Height:

As a safety consideration it is requested the height restriction for the Bass/Tohatsu be changed to allow a greater range of adjustment for safer/improved handling. Testing conducted in October this past year showed no appreciable increase in top speed but a definite improvement in straight-away stability and turn control with the gearfoot raised. The D Class regularly approaches or exceeds speeds of 80 mph. At these speeds the operator needs be able to make changes which affect safe operation. The current restriction creates a safety issue, and we are concerned with that, Your support in this request is needed and appreciated. This change needs to be made effective this year 2011.

Recommendation: Change the D 'Propshaft Depth' to 0".

5.25ss Class

a) Technical or other changes necessary for parity

6. 20SSH Class

The 20SSH Parity Committee will meet Thursday evening.
Time and place tbd.

7. 45ss Class

8. Other Technical/Class Rule Changes

i. Spec Class-

I would like the following item placed on the agenda at the Detroit stock meeting. Almost all forms of racing, including car racing, motorcycles, both off road and road racing, go karts and so on down the line, have something within their class structure called a "spec" class. As an example: SCCA, The sanctioning body for automobile road racing in the United States, has several classes of cars eligible for spec racing. What this means is the following: A person that wants to get into racing may not have the financial means, or the desire, to run in a class that allows you to do significant motor and chassis work on a car. As an example...There is a class in SCCA that uses a nearly stock Mazda Miata. The racer has to install a roll cage and a few other safety features, and off you go racing. However, to keep things equal, there is a claiming rule on both the car and the engine. (I am doing more research on this feature) What this does is takes the need for expensive motor work out of the equation. Lets say I own one of these rigs, and go out and win quite a few races. A fellow racer, at a pre determined price, could walk up to me

and say "I am claiming this car" (or motor as the case may be) for a pre determined price. The benefits to this are obvious....it takes the need for expensive machine work out of the picture and makes it a drivers class, and somewhat affordable at that. To keep this email short and to the point, I am only going to give this one example. Here is what I am thinking: The most affordable class in stock outboarding to get involved in is C stock hydro. A new (rebuilt 302) from Ric Montoya can be purchased for around \$2400. However, and this comes from Ric, you need to spend upwards of \$2000 to make it competitive. These are not figures I am pulling out of the air, this is coming right from Ric. The frustration I see from many racers is that they purchase a motor, props, boat, and so on down the line, thinking it is a "stock" class, and go out and get their clock cleaned. Racers can say what they want, but we are losing people on a regular basis (both new racers and veterans) to the financial fact that it takes a fair amount of money to compete on both a local and national level in what should be the most affordable class in stock racing. Also.....there are a fair number of people, such as parents of J racers, older members, etc.. that would like to race in a class that does not include racing against in my opinion include the top outboard drivers in APBA. Here is what I am proposing: The stock category starts a class called C restricted hydro. The motor would be either a new or existing Yamato 302, a C stock sized boat, (more on the specs of boat to be determined) a minimum weight of around 460 lbs, and props supplied by Dewald or another prop maker at a pre determined price. And....there is a claiming rule on both the prop and the motor. I feel that we are really missing the boat on something like this.....As an example...I am personally not going to run DSH forever, and at some point in time would love to run a class like this. Any thoughts on my idea? I feel this if done correctly, it would be a huge success. I do understand that we are looking at dropping classes, but I would hope we are forward looking enough to consider this. Please either e mail me (I do have a new racing e mail address: Daveracerdsh@aol.com) or call me on my cell at 425 246 4710. Most of the feedback I have got from region ten members is positive....what do you all think? I honestly think it would work out well for all concerned. Dave Anderson.

Proposed new class: Novice C

Purpose: To provide new, less experienced, and less aggressive drivers an opportunity to be successful. The hope is that we can retain more racers this way.

Rules: Use the competitors current C Stock Hydroplane. Have "spec" (nearly identical) propellers. Propellers are drawn for (random selection) at the beginning of each race. Propellers are returned to the club at the conclusion of the race.

Eligibility: Open to all drivers who have had no race wins in C Stock Hydro the previous season. A driver loses eligibility to run the class after 3 Novice C wins. A driver regains his eligibility once he has gone 3 consecutive races without a top 3 finish in C Stock Hydro.

Record keeping: Instead of making this a record keeping issue, let's leave it on the honor system, if a driver says he's eligible, let him race. If clubs would prefer to keep records to ensure proper eligibility that is their prerogative, but will not be a requirement.

Supporting statement: C Stock Hydro is the class that a majority of adults entering Stock Outboard racing get referred to due to low costs, plenty of races and racers etc. In Seattle Outboard Association, as with most large clubs, the

local races tend to be dominated by a few racers. This can lead to a lot of frustration on the part of not only the new racers, but also the racer that may be unwilling or unable to run with the fast, dominant racers. I believe this class will give those racers a chance to hone their skills, and hopefully have a chance to actually win a race in a racing environment that may be less intimidating to them. I hope the SORC thoughtfully considers this proposal. I understand that the last thing most clubs need is another class to run, but if the alternative is to alienate and possibly lose drivers, we will all make time for this class.

ii. Reduction or Consolidation of Classes

We have several ideas that have floated around.

The following versions will be presented by the person who developed it.

1. The Sutherland version

2. The Nuchio version

3. The Nichols version

I. Runabout and Hydro Rule Changes

- i. I would like to see lift rails legalized for all stock runabout classes. Last year they legalized it for only DSR. I saw a driver run his C-Mod boat as a step in for CSR and he had lift rails on his mod boat. He was technically illegal.

It is a goofy rule. Lift rails have been legal in mod and pro for ever. It was legal in stock for years. Fred Miller won the nationals in the 80's with them on his boat for example.

The D was legalized so mod boats could cross into stock. The argument is negative dead rise. Well, mod and pro boats do not have an issue with negative dead rise.

Simply, they are safer. When a motor will not start in the water, which we all know happen,. You can lift the boat from the side instead of standing next to the motor.

IMO anyone who wants to use them, should be able to.

There needs to be a limit on the size. Most of them are about 18" long and about 1 1/2' deep.

ii. EQUIPMENT

Para 7. Item for discussion: The wording in this paragraph states that a handle or screw eye must be capable of handling a rope. Experience has shown that many boats have screw eyes of such small diameter that a rope cannot be quickly or easily run through.

Recommendation: After the word 'handle' in para 7, add the following: "or a screw eye with at least 5/8" ID hole, and capable of handling a rope."

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m. Fuel Rules

n. Approve the 2011 Stock Outboard Promotional Budget

2011 Promo budget

\$

\$

\$

\$

\$

\$

Total

XI. Other Matters

XII. Adjourn