

American Power Boat Association  
Stock Outboard Category Meeting  
106<sup>th</sup> Annual Meeting  
Seattle WA. January 28-30, 2010

- 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
- IV.** Roll Call

Brian Trolan  
Alex Poliakoff  
Tom Johnson  
Steve Warnock  
Butch Kiddy  
Jeff Brewster  
Tammy Dawe  
Kyle Bahl  
Steve Wilde  
Dave Anderson  
Scott Clark  
Matt Dagostino  
Ed Runne  
Roger Przbyla  
Mike Ross

- V.** 2009 Chairman Report
- VI.** Appointment of Committees

OMC Tech Committee:

Mercury Tech Committee:

Tohatsu Tech Committee: Alex Poliakoff

Hot Rod Tech Committee: Cooper Jess

Sidewinder Tech Committee: Ed Runne

Yamato Tech Committee:

Boat Tech Committee:

Inspection Manual Committee: Brian Trolan

Championship/Awards Committee: Tammy Dawe

Promotional Committee: Paul Neilander (temporary)

SO Website Committee:

D Class Parity Committee:

Manufacturer/Supplier List Committee:

SO Secretary: Mike Ross

SO Chief Inspector: Tom Johnston

SO Chief Referee:

**VII.** Approval Of Annual Meeting Agenda

**VIII.** Manufacturers' Reports

- a. Yamato- Ric Montoya
- b. Hot Rod/Sidewinder- Ron Selewach
- c. Bass/Tohatsu- Neil Bass
- d. Mercury- Dave Scott, Wheeler's Marine

**IX.** Old Business

- a. Approval of Minutes from 105<sup>th</sup> Annual Meeting.

- b.** Action with regard to 2009 SORC decision to rename classes.

The 2009 SORC voted to rename the BSR and BSH classes 15SSR and 15SSH, to rename the 20SSH class BSH, and to rename the 25SSR class BSR. However, this action was never submitted to the membership for a vote in violation of Section 12.7 of the APBA By Laws.

- c.** Approval of Decisions of Race Committees and Referees for 2009.

- d.** 2010 Championship Reports

- i. Winternationals-Ocoee, Fla.
- ii. SO Short Course Nationals-Oroville, CA
- iii. SO Marathon Nationals-Indian River MI

- d.** 2011 Championship Reports

- i. Winternationals, Bakersfield, CA
- ii. Short Course Nationals, Wakefield, MI

- e.** Approval of 2009 Awards.

- i. Hall of Champion Inductees
  - 1. Joe Pater
  - 2. Don Allen III
  - 3. Edward Hearn
- ii. Gerald Waldman Award-  
Abby Pond 12231pts in 32 races
- iii. Henry Menzies Award-  
Mike Perman 21912 pts in 67 races
- iv. Rookie Of The Year-  
Mike Mentor from Chula Vista California

**X. New Business**

**a. Bids for Short Course National Championships  
(closed course and mararthon)**

- i. 2012
- ii. other

**b. Bids for Divisional Championships**

- i. Short Course
- ii. Marathon

**c. Bids for North American Championships**

**d. Bids for future Winter Nationals**

- i. 2012

**e. Bids for other Future events**

**f. Stock Outboard Promotions**

- i. approval of Promotions Budget

2010 SO Promotional Budget

\$500 Banners

\$500 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 (Chairman Neilander will continue this project if requested. Maybe work with MOD for contribution if they want MOD show too)

\$500 Hydroracer Ad

\$1000 - Childs coloring book

(Art work is already completed by George Young. Need money for printing and distribution)

\$3,000 Website

**g.** Racing Rule Changes

**h.** Safety Rule Changes

1. Certification of Life Jackets and Cut Resistant Suits.

Proposal: Page 1. Safety Rule 3. Paragraph 7. Remove it in its entirety. Reason: our 2009 rule more than adequately covered the issue. We need to have the same safety rule for Stock, MOD and PRO and this strays from that. Plus, the expense is an undue burden on the membership. The current rule gives the Referee the power to inspect safety equipment.

2. Minimum Age Requirements.

Proposal: Safety Rule 9. Paragraph 1. Change 'blue lined' language back to 2009 rulebook regarding age requirements for classes in Stock Outboard. Reason: The previous class structure and age requirements are adequate

**i.** High Point Awards or Hall of Champion Awards Changes

**j.** Inspection or Inspection Manual Changes

1. ***Minimum Inspection Standards at Divisionals - Any class with 8 or more starters will at a minimum a) weigh and check on the top 5 boats in each heat and b) inspect the engine of the top 2 finishers.***

While some regions do rigorous inspections at Divisionals others do not. This will make things more fair and uniform, while still leaving flexibility for the inspector (what type of engine inspection they want to do).

**k.** Class or Engine Technical Changes

## 1. A Classes

A) Proposal: Reinstate the Mercury 15 back into the A class beyond October 31, 2010.

B) Interpretation of Rule 2, page 14 of the inspection manual which in part states that A engines must operate with engine cowlings in place. This past summer, The National Commissioner, over-turned the SORC's ruling to disqualify a driver because the cowlings came off while racing and thus reinstated the driver suggesting the driver was in compliance with the rules when he left the pits. There are several other classes that may experience cowl separation as well.

C) Conformity of Technical Rules with J Category Technical Rules.

D) Approval of Sidewinder 15S into the A Classes.

## 2. B Classes

A) Hot Rod versus Sidewinder Parity- Increase the minimum cylinder head combustion volume on the Hot Rod engines to 14.0 cc.

B)

## 3. C Classes

A) CSH. 102 Versus 302 Parity.

## 4. D Class

A) D Classes: Tahatsu versus Mercury parity.

## 5. 25ss Classes

A) **Proposal: Change 25SSH height restriction from 0" to 0.5".**

**Intent: To lower the propeller shaft height**

**Rule: SAFETY Rule 4 • Engine Mounting Heights**

Action: Change the height dimension from zero to one-half inch below the bottom.

Purpose: After several years of discussion, the majority of the current 25SSH drivers would like to lower the measurement. It is hoped that with a lower height the class will be safer, more in control and more appealing to new drivers interested in getting started in the class. At Lock Haven this past year on Sunday, five of the seven entries ran at the ½" measurement in both heats to test the height in racing conditions. The results were some with no loss in speed and some reporting a loss of 1 mph. All agreed that our ride felt much safer compared to the race on Saturday. Many reported much better propeller bite throughout the entire race course. A petition signed by sixteen 25SSH drivers is available if desired.

B) Approval of the Sidewinder 20S Engine into the 25SSR Class.

C) Hot Rod Technical Rules. Per recommendation from HR Tech Chairman, Cooper Jess: Remove Rule 3 in the Inspection Manual for the CID Hot Rod and Replace with the following:

*3. The removal of material from aluminum flywheels by drilling or any other method, for any reason, is specifically prohibited. Weight such as solder, copper, or lead may be added to the flywheel for balancing. Some flywheels are balanced at the factory. The BRP flywheel #584222 is legal in the configuration used by Racing Outboards LLC for their engines.*

Reason: In the last published SO tech manual, several mistakes were made in the 25SSR rules using the 20 cu in Hot Rod. It appears that the wording from the then-BSR/H rules were used instead of the originally-submitted specs. HR Tech Chariman, Cooper Jess, suggests a new rule #3 and the of rule #16 as it is included in the proposed rule above.

D) Hot Rod Technical Rules. Removal of the second sentence in #5 regarding heads with integral cast head catcher bosses. This rule does not apply to the 20 cu. in. Hot Rod engine, it is only for the 15 cu in engines so should be eliminated. See the actual spec sheet page and there is a provision for each head in the minimum compression volume.

- E) Hot Rod Technical Rules. Rule # 7 is also for the 15 cu in engines and should be eliminated from the 20 CID Hot Rod Rules.

Note from Chairman Jess: The only other thing I noticed is in the carb specs, I think the Tillotson carb should be HL 16B not 168.

## 6. 20SSH Class

- A) Place Yamato 102 engine back into this class.
- B) Proposal: Page 4 Safety Rule 4. Paragraph 1. Place the height restriction for all engines so that the centerline height measurement shall be lowered to 3/4" below the bottom of the bottom of the boat matching the current CSH depth. Reason: To save motors from burning up and for parity.
- C) Approval of the Sidewinder 20S Engine into the 20SSH Class.

## 7. 45ss Class

## 8. Other Technical/Class Rule Changes

### I. Runabout and Hydro Rule Changes

1. Rounded Boat Fronts. Proposal: Remove portions of the Safety Rule 3 that were not approved by the SORC.

Rule: 2010 Safety Rule #3 Section 22 (B) 2 (entire sentence in blue) and Section 23 (only wording in blue)

Action: Remove the portions of the rule listed.

Purpose: These two topics were not discussed or voted on at the 2009 National Meeting. The rules are poorly written and will possibly remove some runabouts from competing in our 2010 season. Removal of the nose to thicken to the 1/2" measurement may make some runabouts illegal due to being too short for the class intended.



2. Permit the use of lifting rails such as those used on DeSilva runabouts in DSR.

Lifting rails are allowed in the Mod Category (page 4, I ) this may attract some cross-overs from Modified to Stock Outboard.

\* Rescind the rule prohibiting the aluminum rub rails on pickle forks or cockpit noses.  
(page 28, B, 2)

The boat tech committee did not discuss or recommend this, nor do I recall voting on this issue. The use of aluminum rub rails is permitted in the mod classes. This would eliminate cross over problems.

### **m. Fuel Rules**

- n. Approve the 2010 Stock Outboard Budget**

## **XI. Other Matters**

## **XII. Adjourn**