

**American Power Boat Association
Stock Outboard Category Meeting
113th Annual Meeting
Los Angeles, CA. January 26-28, 2017**

I. Call to Order

II. Opening Ceremonies

- a. Pledge of Allegiance
- b. Moment of silence
- c. Introductions
- d. Meeting specifics, lunch, breaks, etc.

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 rules and by-laws of the American Power Boat Association and the rules of the Stock Outboard Category? If so, say 'I do'.

IV. Roll Call

Mike Akerstrom – Region 1

Scott Clark – Region 2

Ed Runne – Region 3

John Runne – Region 4

Howie Nichols – Region 5

Tom Johnston – Region 6

Mark Kurz – Region 6

Brian Mitchell – Region 6*

Don Allen – Region 7

Ed Hearn – Region 7

Ron Magnuson - Region 10

Matt Yarno - Region 10

Steve Wilde – Region 11

David Hale – Region 12

Asterisk (*) = First year on the SORC

V. 2016 Chairman's Report

VI. Appointment of Committees

Technical Committee:

OMC: *Ron France*

Mercury: *Tom Smith*

Tohatsu: *Alex Poliakoff*

Hot Rod: *Cooper Jess*

Sidewinder: *Ed Runne*

Yamato: *Tom Johnston*

Boat Tech Committee: *Brian Trolan, Mike Pavlick & Dave Bennett*

300SSH Committee: *Dave Anderson, Tom Johnston, David Hale, Jean Mackay-Schwartz, Mike Deck, Steve Noury and Jeff Brewster*

300SSH Service Centers: *Ric Montoya, Jerry Davids, Roger Carr, Alex Poliakoff and Tom Johnston.*

Website Committee: *requesting volunteers (again)*

Promotional Committee: *requesting volunteers (again)*

Tammy Dawe Advocate Award Committee:

Jeff Conant, Dave Anderson and Jean Mackay - Schwartz.

SO Chief Inspector: *Tom Johnston*

SO Category Representative: *Dave Anderson*

SO Chief Referee: *Steve Noury*

SO Chief Scorer: *Jill Glossner*

VII. Approval of Annual Meeting Agenda

VIII. Manufacturers' Reports

- a. Tohatsu – Alex Poliakoff*
- b. Yamato – Ric Montoya &/or Tom Johnston*
- c. Sidewinder – Ed Runne &/or Ron Selewach*

IX. Old Business

- a. Approval of Minutes** – From the 112th Annual Meeting.
- b. Approval of Decisions** - of Race Committees and Referees for 2016.

c. 2017 Championship Reports

- i. Eastern Winter Nationals- *Tabor City, NC April 7 – 9*
- ii. Western Winter Nationals- *Castle Rock, WA May 6 & 7*
- iii. Summer Nationals- *Grass Lake, MI July 24 - 29*
- iv. Marathon Nationals- *Indian River, MI August 12 & 13*

d. 2018 Championship Reports

- i. Summer Nationals- *Moses Lake, WA July 29 – August 5*
- ii. Marathon Nationals- *Indian River, MI August 11 & 1*

e. 2019 Championship Reports

- i. Summer Nationals- *Wakefield, MI July 28 – August 4*
- ii. Marathon Nationals- *Indian River, MI August 10 & 11*

f. Approval of 2016 Awards

- i. Hall of Champion Inductees
 - 1. *Terry Kerr with 22 pts.*
 - 2. *Kyle Lewis with 15 pts.*
 - 3. *Joe Pater with 15 pts.*
- ii. Gerald Waldman Award
 - *Joe Pater from Saint Joseph, MI.*
 - In 20SSH, Joe earned 8,930 points in 22 races.*
- iii. Henry Menzies Award
 - *Joe Pater from Saint Joseph, MI.*
 - Joe earned 28,448 points in 75 races.*
- iv. Rookie Of The Year
 - *Paul Teike from Levering, MI.*
- v. Craig Dewald Award
 - *Jake Alkema from Commerce Twp, MI.*
 - Jake earned 4450 points in 10 races.*
- vi. Tammy Dawe Advocate Award
 - *To be announced Friday evening.*

X. New Business

a. Bids for 2017 Divisional Championships

i. Closed Course

Northeast - *Whitney Point, NY June 3 & 4*

Southeast - *Jesup, GA April 29 & 30*

Central - *Pell Lake, WI May 20 & 21*

Western - *Seaside, OR June 15 & 16*

b. Bids for 2017 North American Championships

c. Bids for 2017 45SST National Championship

- *Newberg, OR May 27 & 28*

d. Bids for 2018 Western Winter Nationals

e. Bids for 2018 Eastern Winter Nationals

f. Stock Outboard Promotions

i. 2016 to 2017 Budget

Our previous projected budget totaled a net income of \$1280.00. At the year end, the actual figure was \$2131.54. Our balance prior to this meeting is \$16,752.55.

ii. Explanation of 2017 Budget

Trophies and awards	\$1000.00
Category award ceremonies	\$600.00
Live Streaming Project	\$1000.00
Boat decals 3"x5"oval (1000)	\$925.00
Promotional handouts (5000)	\$1850.00
Postage & Shipping	\$1000.00
Office supplies	\$80.00
HOC jackets 3 @ \$85	\$255.00
Safety inspection decals	\$50.00
Travel	\$500.00
Printing	\$150.00
J Driver Scholarship fund	\$500.00
Social media advertising	\$1100.00
300SSH engine stock 3 @ \$2100	\$6300.00
Miscellaneous	\$200.00
2017 Net Income Projection	\$3360.00

g. Phone Conference Ballot

The following proposals were approved via balloting of the SORC which ended on January 8, 2017.

Racing Rule 16 - 1 Administration – passed, goes to membership for approval.

Racing Rule 16 - 3 Administration - passed, goes to membership for approval.

Racing Rule 16 - 4 Administration – passed, goes to membership for approval.

Racing Rule 16 - 8 Administration – passed, goes to membership for approval.

300SSH reed stop height – passed, need BOD approval, once passed, post to rules & website.

300SSH squish band – passed, need BOD approval, once passed, post to rules & website.

25xs cylinder repair – passed, post on website and add to tech manual.

Classics – passed, goes to membership for approval.

Millville issue – passed, goes to membership for approval.

Championships Rule – regionals – passed, goes to membership for approval.

Western Winter Nationals – passed, date extension of one week.

Special note: A group photo of the SORC will be taken when time permits by our APBA photographer and Propeller magazine editor, Tana Moore.

h. High Point Awards or HOC Award changes

i. 300SSH HOC

Rule: RR 20 – Awards (page 38)

Action: Add a new rule, "The 300SSH class is exempt from all Hall of Champions criteria".

Reason: It was never the intention of the 300SSH committee to have some of the top drivers in our sport racing the class. The class would have been for rookies only if we could have been able to get the class started without involving all members. This change would add more value to the class for our new drivers and help elevate some of the aggressive driving that is currently occurring. It has also been stated that the class cheapens our HOC by allowing points gained by beating the new drivers.

Effective: After passage of the SORC and then the Board of Directors due to the current rule freeze, this rule would go to ballot of the 300SSH drivers. If passed, it would go into effect on November 1, 2017.

ii. HOC minimum

Rule: New 20.1.D – Awards (page 38)

Action: Add a new rule: Eligibility and points earned towards the Hall of Champions, may only be earned in classes with no less than twenty-five (25) participants scoring APBA points in the current season.

Reason: To add more value and respect to our HOC induction requirements.

Effective: After passage of the SORC, this would go to ballot of the membership. If passed, this rule would become effective November 1, 2017.

iii. Rookie of the Year Award

Rule: RR 20.5 (page 39)

Action: Replace our current rule with the rule below:

5. Rookie of the Year Award - goes to the new driver selected by the SORC for the accomplishments in their first season. A new driver will be defined as one who has never before participated in a APBA race with a full racing membership and who started his or her full membership racing career in the year in which the award is achieved.

The rookie drivers will be judged and the winner selected based on the following criteria:

1. The rookie's accomplishments and points earned on the race course.
2. The rookie's contributions to the sport off of the race course.
3. The rookie's sportsmanship throughout the race season.
4. Recommendations from the rookie's fellow racers and officials.

All new drivers will be verified by the chairman and distributed to the SORC after the end of the season for review and reference checks. The SORC will deliberate and select one winner based on the criteria above and the majority of the votes counted.

The winner will be announced by December 15th. The award will be a custom embroidered jacket and be presented at the APBA Outboard Awards Banquet held at the APBA National Meeting.

Reason: This rule change is an attempt to mirror the current Inboard category rule which allows the commission to vote on their choice for Rookie of the Year based on the drivers accomplishments, rather than just points earned.

Effective: After passage of the SORC, this would go to ballot of the membership. If passed, this rule would become effective 30 days after posting on the APBA website.

i. Class or Engine Technical Changes

i. Yamato 102 ignition

Rule: New rule #21 (page 72)

Action: Add the following for Yamato Model 102 in all classes: Allow the Yamato 302/321 complete ignition to be installed on the model 102. It is permissible to add a shim or gasket between the bowl and the crankcase.

Reason: The coils are NLA for the 102. The complete 302/321 ignition can be fitted for about the same price as a pair of new 102 coils, when they were last available. Ric Montoya had one of these at the annual meeting in Seattle and it sparked. A shim or gasket will be needed to tighten the top “bowl” down so it does not rub on the top of the crank.

Chairman’s note: The first rule on the top of page 72 states, “*1. It is permissible to use any make of bearings, seals, ignition components, piston rings, steering bar, or prop shaft provided no engine modifications are made to accommodate them. (Except 300SSH)*” This rule could be considered as an answer for the approval of the ignition and therefore this addition to our agenda is not needed. Due to the complexity of this change, I wish to ask for the approval of the SORC.

ii. CSR record

Action: Grandfather the 3 mile / 3 lap record in the CSR class that was set in Lakeland, Florida on March 5, 2016, due to timing issues that occurred. This would retire the current record. The first new record established will not be eligible for our Hall of Champions points.

Reason:

After much debate, the SORC requested that the record be approved to avoid further controversy and damage to the sport.

Timing of the video clearly shows that the lead boat was at the entrance of the second turn on the last lap when he should have been crossing the finish line. This was an eight second difference in time.

This record beat the previous record by almost three miles per hour.

Since this race we have held two more record races where no entry came close to this record.

For example, in Dayton, the fastest speed was 6 mph off of this record.

It would be best to now grandfather this record in question for the fairness of all in the class.

Effective: After passage of the SORC, this would become effective 30 days after posting on the APBA website.

iii. **Yamato cooling rule clarification**

Rule: #16 on Page 72 and #1 on Page 73 for the 102, 302 & 321 (also #27 on Page 32 for the Model 80)

Action:

Remove this measurement minimum from #16 & #27. (0.270 -)
This is not a correct measurement.

Also, add to the beginning of the first sentence in #1 on Page 73.
“With the exception of the inlet supply holes mentioned in the previous rule #16,”

Also, move this sentence from the end of #1 to a new number #21 on page 72.
“Extended length, flexible water outlet “dump” hoses are permissible.”

Also, add the 0.297 max to page 83 for the water inlet holes on the Model 80 since the number is missing completely.

New rules:

Under Permissible Modifications:

#16 & #27 – The water inlet supply holes may be repaired with weld or plastic compounds. The water supply inlet hole diameter is 0.297 max. Contours and shape must be as originally manufactured.

#21 - Extended length, flexible water outlet “dump” hoses are permissible.

Under Non-Permissible Modifications:

#1 - With the exception of the inlet supply holes mentioned in the previous rule #16, no drilling or modifications of any type may be made to the cooling system.

Reason: Rule clarification and reorganization

Effective: After passage of the SORC, this would become effective 30 days after posting on the APBA website.

j. Stock Outboard Racing Rule Changes

i. Marathon scoring

Rule: RR 18.2.A – Championships (page 35)

Action: Replace the two entries of the word "races" in the sentence (i.) with the word "heats". Also replace the word "race" with "heat" in the sentence (iii.)

The new rule would read:

i. The contest shall consist of two (2) heats to be run on successive days. The winner in each class shall be determined on the basis of total points scored in the two heats.

ii. Classes may run separately or together, at the option of the sponsor and with the approval of the SORC. They shall be scored separately.

iii. Each heat shall be not less than 30 miles or 30 minutes at the discretion of the Race Committee.

Reason: To clarify that the two separate days of racing at our marathon nationals is not two separate races, but only one.

Effective: After passage of the SORC, this would become effective 30 days after posting on the APBA website due to being considered housekeeping and a rule clarification.

ii. Buoys

Rule: 5 • COURSES (page 19)

3. The driver of a boat which damages or dislodges a buoy, AND CAUSES DAMAGE WHICH REQUIRES RACE-DELAYING ATTENTION BY THE RACE COMMITTEE shall be disqualified for that heat.

Action: Remove capitalized words above.

New wording: The driver of a boat which damages or dislodges a buoy shall be disqualified for that heat.

Reason: So if I destroy a buoy but my buddy in the patrol boat rushes out and replaces it before the black flag goes up, I'm good? It's the last heat of the day I hit a buoy there are no more heats to run so I did not delay the race, I'm good? I guess on the last lap in the last heat of the last race I could hit a lot of buoys?

iii. **Winter nationals**

Rule: 18.A – Closed Course Championships (iii & v) (page 33)

Action:

- 1) Remove all words naming this a “winter national” and a “national” championship.
- 2) Event will now only be called the “Western Championship” and the “Eastern Championship.”
- 3) Extend the date of when it can be held.
- 4) All other rules of the event still apply.

New Rule:

iii. One Summer National Championship, one Eastern Championship and one Western Championship open only to APBA members.

v. The SORC shall be empowered to award two championships to be held anytime between November 1 up to and including the third weekend in May. There will be an Eastern championship for the NE, SE, and Central divisions and a Western championship for the West division. A championship and double points will only be awarded if there are eight (8) bona fide starters in either heat of the finals and the winner is from one of the selected geographical divisions. The only qualified driver will be the defending East or West champion. Qualifying will be run on a race basis for which national race points will be given. Bids for this race must be submitted prior to the Annual Meeting.

Reason: Due to separating the winter nationals, this is no longer a “national” event. This will stop us from approving a “winter nationals” in the spring and meeting to extend the date.

k. Inspection or Inspection Manual Changes

i. Yamato cooling (Chamfering)

Rule: 16 (page 72) and chart (page 77)

Water inlet hole, Yamato model 302/321 .297" max.

Action: Water inlet hole on Yamato model 321 only: .310" max. with a leading edge chamfer not to exceed .310" (5/32" radius) and not to go past the leading edge of the exhaust snout.

Reason: This allows the Yamato 321 to cool.

Chamfering: Pro's

- 1) Has been shown that it improves cooling.
- 2) No cost.
- 3) Water flow cannot be restricted/altered.
- 4) Engine maintains stock appearance.
- 5) Optional
- 6) Legalizes what some are currently doing.

Chamfering: Con's

- 1) May not provide enough cooling.
- 2) Needs more development.
- 3) Permanent process that cannot be reversed easily.
- 4) Need rules and templates to inspect.
- 5) Not legal for 300SSH, other organizations or UIM.
- 6) Tuck and set back rules may be needed if approved.

Effective: After passage of the SORC, this rule would go into effect 30 days after posting on the APBA website.

ii. Yamato cooling (Cool Tool)

Rule: Add the sentence below to create a new rule #31 on Page 32 for the Model 80 and #21 on Page 72 for the 102, 302 & 321.

New rule: It is permissible to use the "Cool Tool", manufactured by Machined Components Inc. on all models of Yamato engines. The Cool Tool must be mounted as instructed by the manufacturer with no alterations, modifications or restrictions permitted.

The Cool Tool consists of the mounting bracket, the cooling pipe, water hose and the mounting hardware. The mounting bracket must be mounted on the top of the

cavitation plate, on the back starboard rear corner per the mounting instructions within the kit supplied by the manufacturer.

The fitting that is chosen to attach the water hose to the tower water inlet opening must have a $\frac{1}{4}$ " +/- .025" inner diameter. The water hose connecting the cooling pipe to the tower water inlet fitting must have a $\frac{3}{8}$ " +/- .025" inner diameter. It is not permissible to restrict the water going through the Cool Tool cooling pipe, water hose or tower water inlet fitting in any way.

Reason: To provide cooling to all Yamato engines.

Cool Tool: Pro's

- 1) Proven to cool the engine by multiple race teams.
- 2) Inexpensive and available through one manufacturer.
- 3) Reversible & easily disconnected.
- 4) Easy to install in towers with a flush plug.
- 5) Proven, existing technology.
- 6) Optional to be used at any time.

Cool Tool: Con's

- 1) Not pretty to some.
- 2) Water pressure/flow altering rules need to be considered.
- 3) Tuck and set back rules may be needed if approved.

Effective: After passage of the SORC, this rule would go into effect 30 days after posting on the APBA website.

iii. **Yamato exhaust nipple**

Rule: Add a new sentence to the bottom of Permissible Modifications on page 72.

Wording: It is permissible to drill out the Model 321 exhaust nipple that currently has a 4 mm hole to .315" maximum which is the same as the Model 302 exhaust nipple.

Reason: Technically, this is already permitted since we can switch parts between the two models. Since the 302 nipples are no longer available, this makes an easy fix to the lack of availability.

Effective: After passage of the SORC, this rule would go into effect 30 days after posting on the APBA website.

1. Stock Outboard Safety Rule changes

i. 20SSH engine mounting height

Rule: SR 3.1 (page 7)

Action: Lower the Model 321 engine mounting height to $\frac{3}{4}$ " from the current $\frac{1}{2}$ " below.

Reason: To allow the 321 to cool better and make the 321 more compatible with the other four motors in the class.

Effective: After passage of the SORC, this rule would go into effect 30 days after posting on the APBA website.

ii. Throttle locking

Rule: SR 4.1 (page 10)

Action: Reworded rule:

Locked throttles are prohibited while getting on plane, while milling and in competition. The throttle can only be locked while starting the engine and until the driver assumes their driving position in the cockpit and begins to accelerate. While getting on plane, drivers must keep their hand on the throttle and one foot in the cockpit. No driver may assume a driving position, which requires that he/she remove his/her hand from the throttle. A foot throttle may be used in lieu of a hand throttle, but it must be operated in the manner described for hand throttles. While racing, one knee must remain below the top of the cockpit at all times, unless the driver is in a sitting position. The Referee and Race Committee will make the final decision regarding driving safety issues.

Reason: This rule change is to clarify when a driver is and is not permitted to lock the throttle. The main focus of this change is to not allow drivers to operate their boat while on plane with the throttle in the locked position and keep the rest of the rule intact.

Effective: After passage of the SORC, this would go into effect 30 days after posting on the APBA website.

iii. Set Back

Rule: SR 3.4 Engine Mounting Heights (page 8)

Action: Add new set back rule for 20SSH & CSH **if** either Yamato cooling proposal passes. (This rule mirrors our 300SSH rule.)

New Rule:

4. In 20SSH and CSH the leading edge of the gear foot (nose cone) may not be closer than 5” to the trailing edge of the bottom of the boat.

Reason: To avoid extreme set ups and/or specially designed hulls due to the impending cooling rules. This rule works well for all in the current classes and will be a great step in safety.

Effective: After passage of either (or both) of the cooling proposals on this agenda and on the membership ballot, this rule would go into effect 30 days after posting on the APBA website.

XI. Other Matters

New commissioner comments:

Gallery comments:

XII. Adjourn